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Larabee Flour Mills Co., want mig. wheat.
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Directory of the Grain Trade

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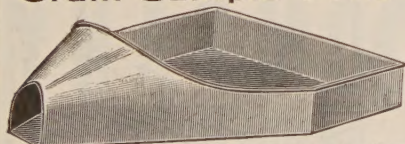
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Electric A reliable service designed to
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We solicit your shipments. **ELECTRIC**
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FOR BEST RESULTS
SHIP YOUR GRAIN TO
W. G. Heathfield & Co., Inc.
Consignment Specialists
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Ship Your
New Corn
to Buffalo
PRATT & CO.

have all facilities to handle new corn
right REGARDLESS OF ITS
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480 Commerce St. MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat, feed
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Dealers in All Kinds of Grain and Seeds
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Wants Correspondence with members of the
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Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, 19. . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

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OMAHA, NEBRASKA**RECEIVERS, SHIPPERS AND BROKERS****E. I. BAILEY****CLEVELAND, OHIO****Receiver and Shipper of
Corn, Oats, Millfeed**

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The Mutual Grain Co.**INDIANAPOLIS, IND.****GRAIN**Commission
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Sales to Arrive**LEW HILL, Traveling Representative****URMSTON GRAIN CO.****Indianapolis, Ind.****Commission and Brokerage**Thoroughly equipped to handle your shipments.
Careful personal attention given each car.**JUNIUS A. FLANDERS****GRAIN BROKER****MILL FEEDS****CHAMPAIGN, ILL.**MEMBER { Grain Dealers Nat'l Ass'n
Illinois Grain Dealers Ass'n**Write Us****H. J. Hasenwinkle Co., want
your consignments for the
Memphis market.****DO
YOU**GRAIN DEALERS JOURNAL,
Chicago, Ill.Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

THE RUSSELL MILLING COMPANY

Russell, Kansas

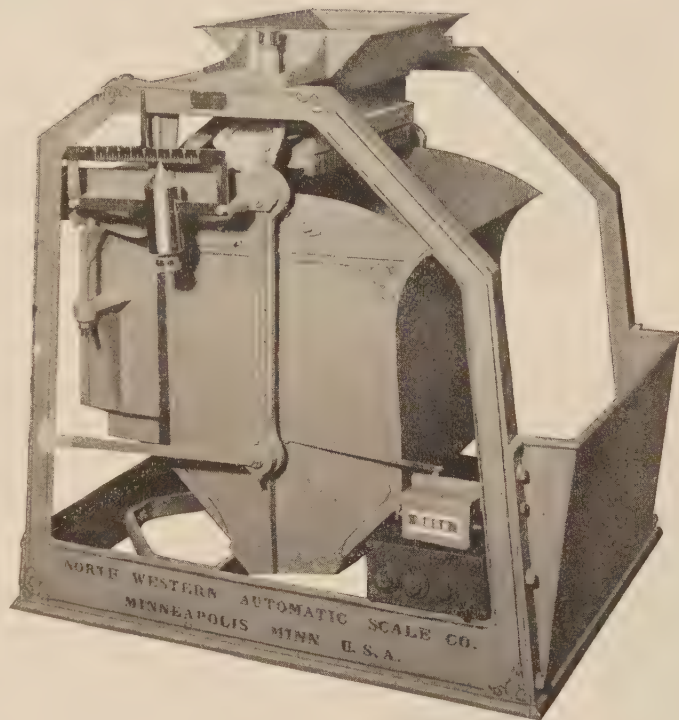
**NEED
HELP**

**ACCURACY
TEST WITH
250,000 BUSHELS**

"A test that Proves"

THE NORTHWESTERN AUTOMATIC SCALE

has been tested by a continuous operation handling 250,000 bushels of the lightest known commercial oats, wet wheat, and corn with a goodly mixture of cobs, and in every instance where the grain in the bucket was weighed the weight was found to be absolutely correct.



Note The Simple Construction

Note the equal Arm or balance lever. This is the kind of scale the **U. S. GOVERNMENT** uses for testing weights. The **"NORTHWESTERN"** uses it. In weighing corn, wheat or heavy grain, 200 lbs. at actual Standard U. S. weights are placed in the weight box shown in left of cut, etc.

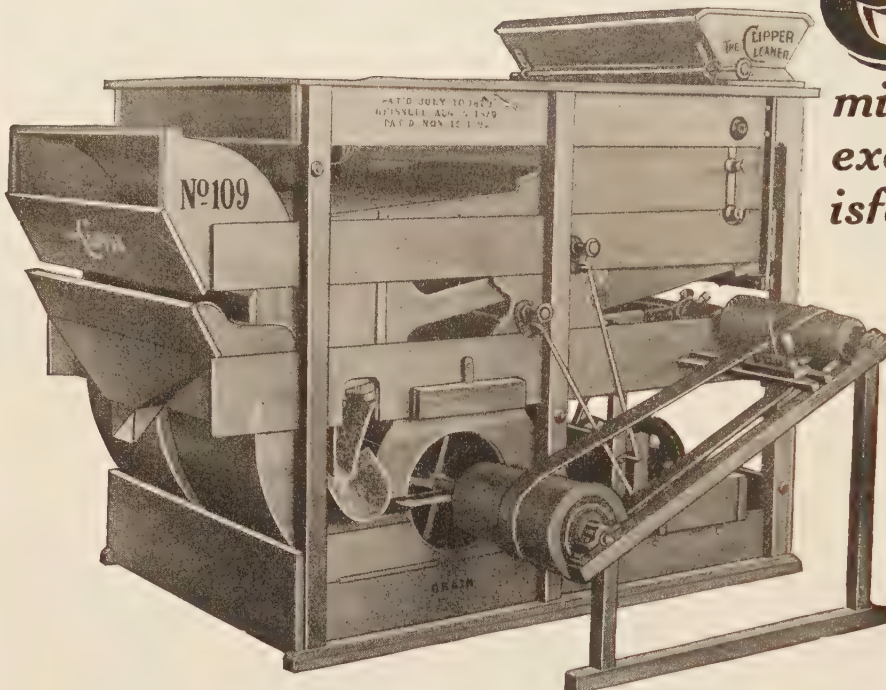
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CLIPPER

*fails to re-
mind of its presence
except as a most sat-
isfactory machine*



Its service is the even, steady performance of a perfectly balanced piece of mechanism.

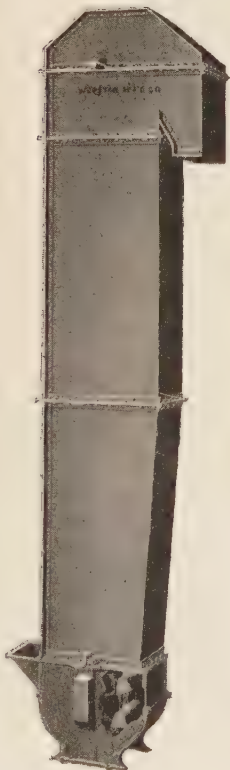
Its economy is the kind that comes from the lowest maintenance cost.

The Clipper gives absolute assurance of freedom from the necessity of repairs and constant adjustment. It eliminates the loss from mechanical failures.

Clipper means satisfaction, capacity, reliability. The double cleaning—first through the screens and secondly by air weighing, affords a degree of service that is surpassed by none and equalled by few.

Send for particulars

A. T. Ferrell & Co. Saginaw, W. S., Mich.



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ELEVATORS**



and

CONVEYORS

Have Been the
STANDARD
of
QUALITY

for Forty Consecutive
Years of Service to the
Grain Trade. Are you
using Webster Equipment?

The Webster Mfg. Company

TIFFIN, OHIO

CHICAGO

(133)

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Hotel Muehlebach
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500
New Fireproof Rooms
Rate from \$2.00

The house of
Utility-Service-Elegance
Operated By
Whitmore Hotel Co.
Under the Personal Direction of
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Superiority Acknowledged by Imitation

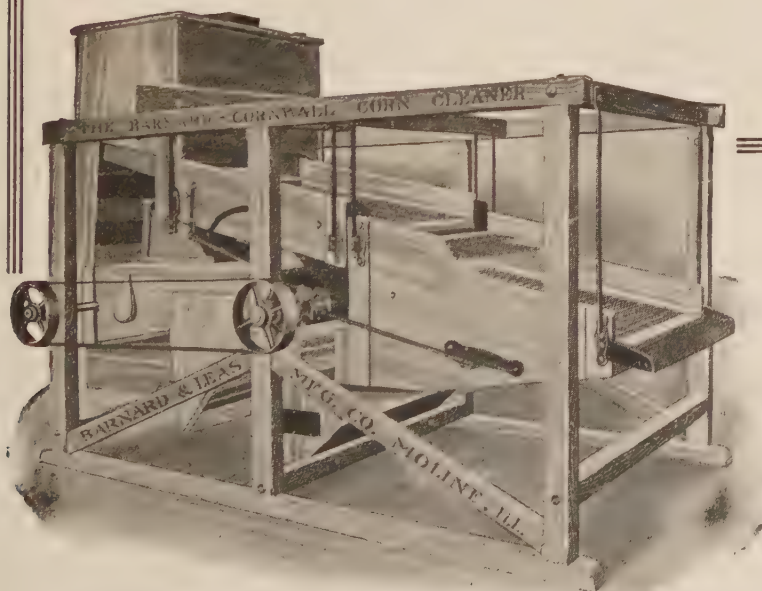
The Barnard-Cornwall Corn Cleaner needs no introduction to the elevator trade. Wherever corn is grown, it is well and favorably known. It was the first of the shaker corn cleaners, and was so superior to the ordinary rolling screen cleaner that its success was immediate and complete. It now has imitators all over the country. These imitators, however, all lack the one essential feature that has given it its great popularity. This is its patent finger sieve, which is of special construction and is the only form of sieve that will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

The shaker is made in two parts as shown in the cut, and is operated by separate pairs of eccentrics working opposite each other.

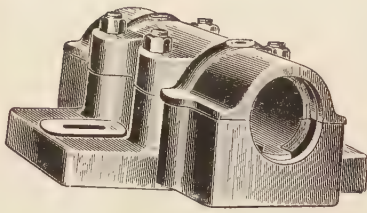
These parts are constructed in such a way that the corn, shucks and cobs in passing from one to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn to fall through onto the tail sieve and give it a chance to make a better separation. The use of these rods and the extra drop is a valuable feature where there are many shucks mixed with the corn, since it prevents the corn from tailing over with the shucks, and thus increases the capacity of the machine.

The machine is essentially a corn cleaner, but is also adapted for first cleaning of other kinds of grain, such as wheat, oats, etc., by changing the sieves, and is a very good receiving separator.

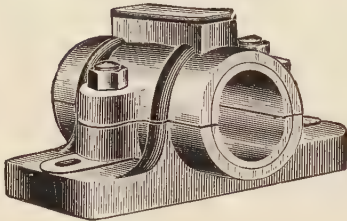
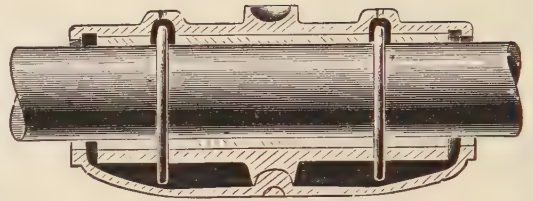
Write for catalogue fully describing this wonderful machine. It is yours for the asking.



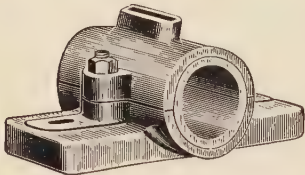
BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



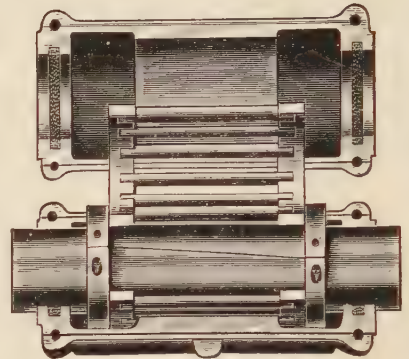
Economy in Power



Transmission De-
pends Upon Proper
Bearings.

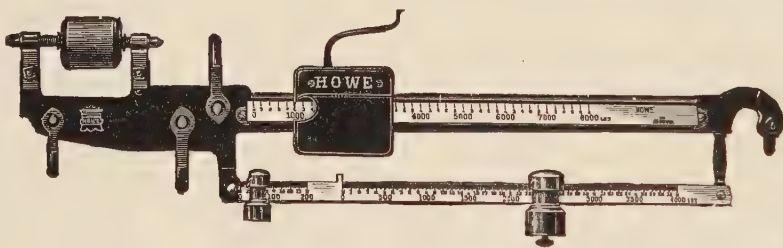


We have them to
meet all requirements.



American Supply & Machinery Co.

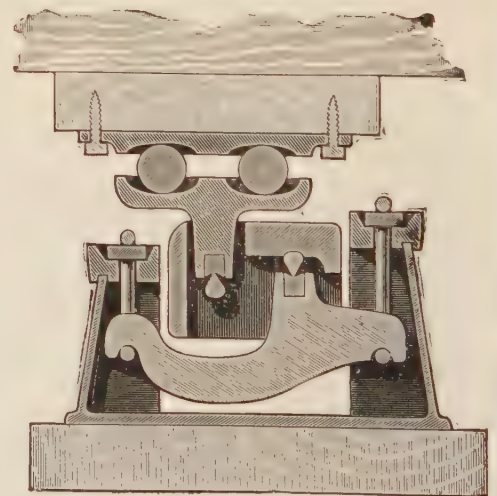
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"HOWE"

HOWE on a Scale

Means heavy construc-
tion, correct weight, long
life, satisfied customers,
a careful business.



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"Western" Pitless Sheller



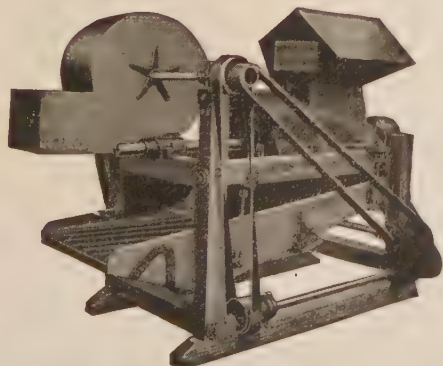
"Western" Regular Warehouse Sheller

What Do You Need

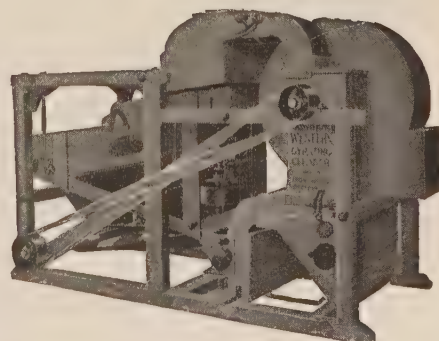
to bring your elevator up to the point where it can be relied upon at all times? Now is the time to look into the matter. It is the spring improvement season and you should be getting your house in shape to take care of the year's business. No matter what you may need you will find that the WESTERN LINE is well adapted to supply this need, in fact it will do so in a more satisfactory manner than any other line of grain elevator equipment on the market. WESTERN Shellers will enable you to handle more corn faster, better, easier and on less power than any other sheller made. They are easily adjusted to all kinds and conditions of corn while running, and *will not crack or mill* the grain. Simple, strong, durable and are of capacity from 125 to 2,500 bushels per hour. WESTERN cleaners have a greater capacity, better separation, better cleaning, more evenly balanced, absolute control, greater durability, and their simplicity in construction allows for ease in installing and operation. This is just a minute description of two machines of our extensive line of grain elevator equipment, our catalog covers them all. Better send for it to-day.

UNION IRON WORKS

Decatur, Ill.



"Western" Mill Sheller



"Western" Gyrating Cleaner

HOTEL SAVOY

Kansas City's
Leading Popular Priced
Hotel

Location central to all lines
of business.

One block from Board of
Trade and Exchange
Building.

Many of your friends among
the Kansas Grain Dealers
will be found here when you
attend the Convention,
May 2nd, 3rd and 4th.

Make reservations now

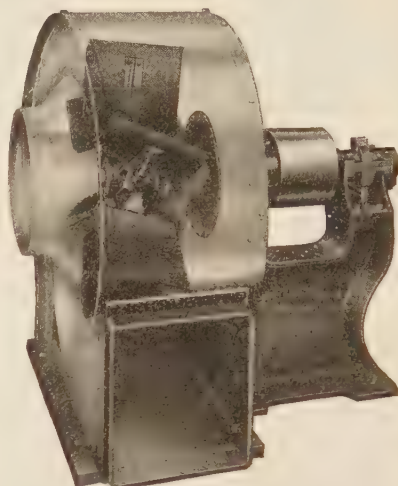
HOTEL SAVOY COMPANY

FRANK P. EWINS, President

\$5.00—THE COST TO OPERATE

EACH H. P. OF FAN FOR ONE MONTH

We guarantee
our Cycloidal
Fans, when
properly piped,
will require
less power, run
as near noise-
less, and will
do more work
than any fan
on the market.



RIGHT HAND CYCLOIDAL EXHAUST FAN
Patented May 26, 1908

**USE A SMALLER FAN and
SAVE \$5 Per Month Per H. P.**

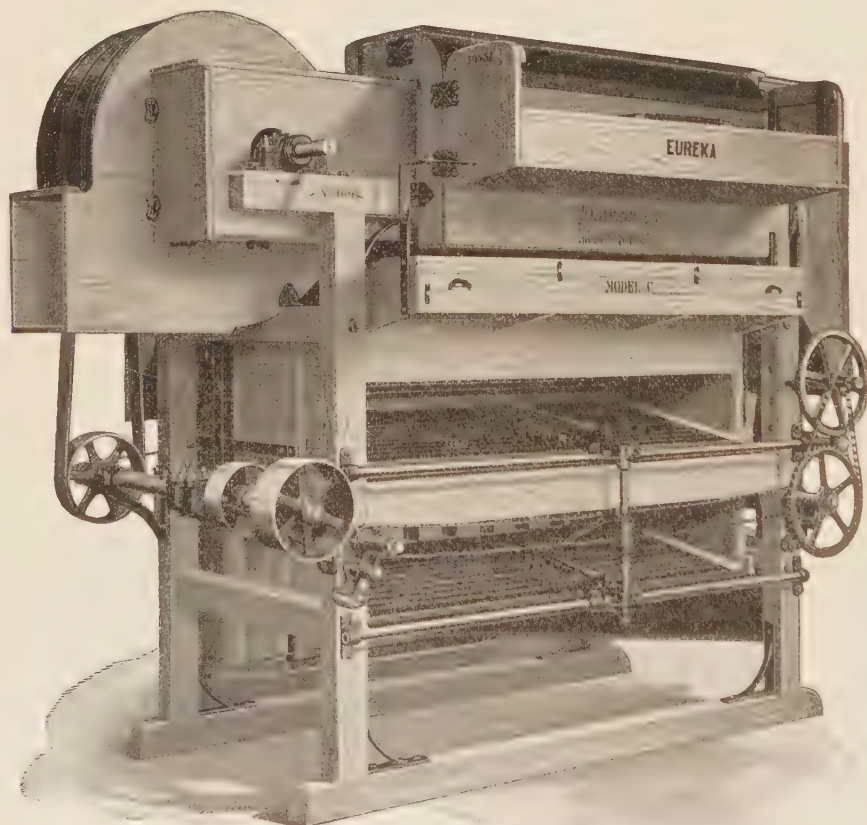
Make the "Garden City" Cycloidal pay for itself

GARDEN CITY FAN CO., Chicago, Ill.

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Established 1879

SEND FOR LIST OF SATISFIED USERS



The Eureka Perfected Receiving Separator

Is a most desirable
machine because it
has such an enormous
sieve area (ten times
more than any other
cleaner) and two
easily controlled in-
dependent suction
as well.

*Send for new bulletin and
"Book of Proofs"*

THE S. HOWES COMPANY, Inc.
Eureka Works Silver Creek, N. Y.

Monitor

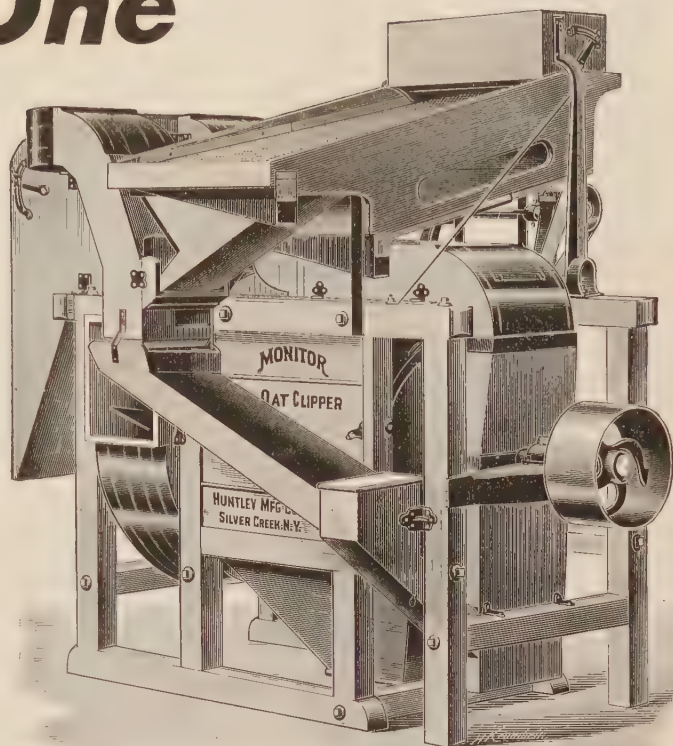
All-In-One

OAT CLIPPER
SMUTTER
GRAIN CLEANER

**Big equipment
for small floor space**

In the elevator cramped for space and desiring to handle oat clipping and wheat smutting or scouring work in addition to regular grain cleaning, this **all-in-one** "Monitor" affords great advantages. It is an out and out completely equipped Oat Clipper carrying many distinctive features. Endorsed by large Oat Clipper users everywhere. Also, the machine can be used with fine success as a Smutter, while, with quickly and easily made changes, the machine is converted into a Grain Cleaner, delivering two screen and two separate air cleaning operations. The last word in "Combined" equipment—ask for our literature and testimonials.

HUNTLEY MFG. CO., Silver Creek, N. Y.



Your Firm Name

will be printed free in the 15,000 copies of the 1916 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

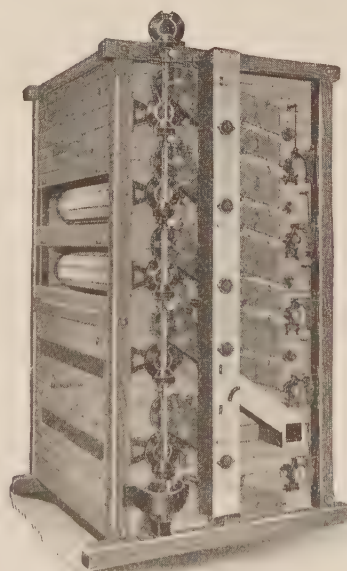
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315 So. La Salle Street

Chicago, Illinois

The RICHARDSON New Type Wheat and Oat Separator

(THE PERFECTED MACHINE)



eliminates the question of results by the following guarantee:

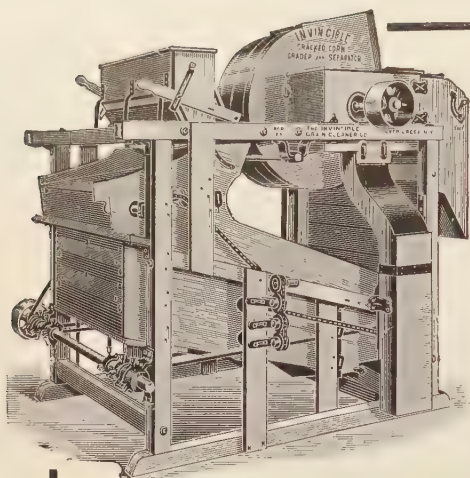
Select the type for your needs. We will ship it to you on 30 days' free trial. It must deliver results never given you by any other separator, upkeep low, account of splendid construction. The cost is lower compared with results delivered.

Send for full particulars as to price, floor space needed and power consumption.

Richardson Grain Separator Co.

1179 15th Avenue, S. E.

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A cracking good side line for the elevator man.

Most of them use INVINCIBLE.

Cracked Corn Brings

Cracking Good Prices

The Invincible Cracked Corn Separator & Grader

produces three uniform, **clean** grades of stock. Each grade ventilated by itself, free from hulls, meal and dust.

Write for prices and particulars why INVINCIBLES mean bigger profits.

Invincible Grain Cleaner Co.

Dept. 4

Silver Creek

New York

REPRESENTATIVES:

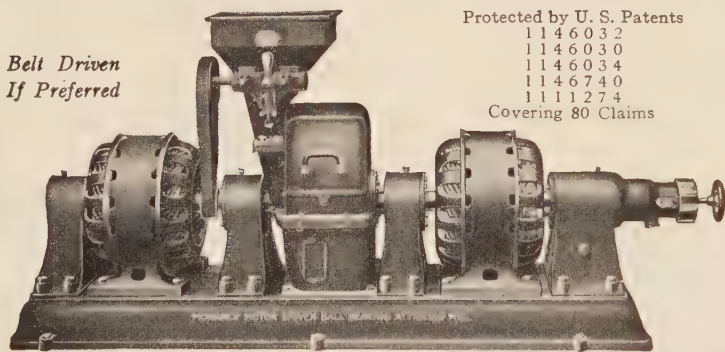
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 Bristol, Tenn., 111 East 5th Street..... H. C. Purvine
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 Kansas City, Mo., 211 Postal Building..... F. J. Murphy
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While idle, it is simply an expense. The moral is plain—your profits will be in direct proportion to the efficiency of your machinery. Buy equipment that you can rely upon—equipment that will be “on the job” every minute of every working day—and you will be able to transact more business at a lower operating cost.

The MONARCH BALL-BEARING ATTRITION MILL

Belt Driven
If Preferred



Protected by U. S. Patents

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Covering 80 Claims

Is the best appointed feed grinder on the market.

By reason of its exclusive, patented mechanical features, it increases profits—reduces running expenses—eliminates stoppages—cuts repair bills—maintains efficiency—handles more work—and, of course, handles it better.

These are facts, not claims.

They have been proved—are being proved daily—in the foremost mills of America.

The most progressive concerns have adopted and are profiting by Monarch advantages. You, too, can profit without the shadow of a risk.

Ask us for Free Catalog—D-No. 115, and full information.

Mill
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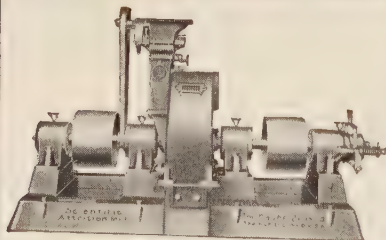
P. O. Box No. 26

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SCIENTIFIC Ball Bearing Attrition Mills

Every dollar saved in operating cost means an added profit. For conscientious service, without repair bills, depend on the “Scientific.”

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GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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THE C. O. BARTLETT & SNOW CO.
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Push SCHUMACHER FEED

You Will

Sell Feed to More Customers and Sell More Feed to Each Customer

SCHUMACHER FEED is the fastest and biggest selling feed in all the world. Partly because it is made by the world's largest feed producers; partly because it is the most widely advertised feed in the world, but principally because it is the

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No other feed can take the place of SCHUMACHER. No other feed can be used and recommended for so many purposes.

For Cows: Mixed with any good high protein concentrate in the proportion of 3 to 1, it will furnish the highest producing, most sustaining ration for dairy cattle. It is this feeding plan that has made SCHUMACHER the feed of the **world's champions**—the feed that helps produce almost **all** the world's champions.

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So, if you are not pushing SCHUMACHER hard—all the time—you are losing opportunities for big all year 'round profits. Follow the example of the most successful dealers everywhere.

**SELL SCHUMACHER FEED TO MORE CUSTOMERS AND
SELL MORE SCHUMACHER FEED TO EVERY CUSTOMER**

If you are not handling SCHUMACHER write for terms today—now.

The Quaker Oaks Company
Address: Chicago, U.S.A.

For Horses: SCHUMACHER is eaten with a relish by horses and is easily digested. When overworked, or off-feed, when the appetite needs coaxing or extra care, recommend SCHUMACHER. Being a scientific blend of kiln dried, finely ground oats, corn, wheat and barley products, it makes a natural, easily fed and easily digested, perfectly balanced grain ration.

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A COMPLETE FEED MILL

We furnish complete designs for Feed Mills to suit any particular case.

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Millwrights and Mill Supplies

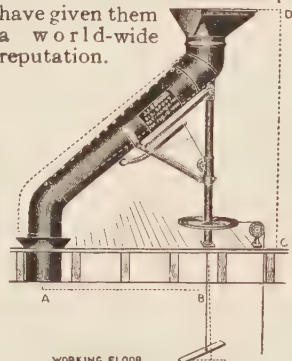
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The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

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MINNEAPOLIS

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Success Ball Bearing SAFETY MAN LIFT

Reduces insurance, time, labor expense. No power necessary to operate. Absolutely safe.

Steel Loading Spouts

Flexible; made of the best steel; any length. Changeable sections.

Distributers

Birchard patent. Steel. Will eliminate all chance of mixing grain.

Gearings (Cast Iron)

Absolutely essential for the economic transmission of power.

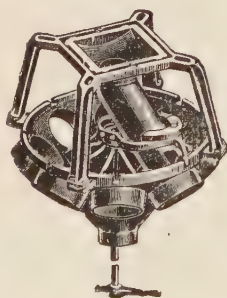
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Steel. Provided with take-up screws and clean-out doors.

Write for catalog and prices

Hastings Foundry & Iron Works

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Guaranteed to elevate more grain in a run of hours than any leg in existence. They will operate as reliably with as little care as your engine or line shaft. They will never choke. Your elevator will not catch fire in the leg. They are more durable in belts and cups. We will install them at less cost than you can install them by anyone else, and less than you can install any other leg of equal capacity. They are not paid for until tested under guarantee.

They include the famous Hall Signaling Distributor, which is known to be unmatched in its economies, and which alone warrants adopting the

HALL SPECIAL (Elevator Leg)

Hall Distributor Company, 222 Ramage Bldg., Omaha, Nebraska

6,000 SHIPPERS are now using TYDEN CAR SEALS.

Bearing shipper's name and consecutive numbers.

They prevent CLAIM LOSSES.

Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.

**The Van Ness Safety Roller Bearing Manlift**

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

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Especially suitable for modern fire proof buildings.

Endorsed and specified by the best engineering and construction companies.

A time energy and money saver.

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SOLE MANUFACTURERS

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Also specialists in Floor Truck Equipment

**Cover's Dust Protector**

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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CONSTANT SAFETY MANLIFT

Promotes Safety in Your
Elevator and Effects a 10%
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This elevator is ball bearing, which makes it very easily operated, and only a slight pull on the soft, strong hand-ropes is necessary to start car after stepping on the foot lever.

The brakes which respond to the foot lever are independent of one another, and are provided

with a set screw to take up the wear, making it possible to keep the brakes in good working order all the time, and add much to the durability of the lift. The brakes are also self-adjusting to the condition of the guides, which is a great advantage in case the guides should become a little rough or out of line.

The safety catch prevents the car from falling in case of accident to the rope. It is self-adjusted if the car should bump and release the tension of the rope, which would have the same effect on the rope as if it had come apart; however, in the next instant the rope becomes tight again and the safety catch is automatically pulled back into working order. This saves the time of a careless operator, and is of special advantage when the lift is used by several men on construction work.

The outfit is furnished complete with car, guides, ropes, sheave, and weights as shown. Extra weights furnished at small additional expense. We do not furnish supports or uprights for the guides.

Write for further particulars

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILLINOIS

K. C. Mill & Elevator Supply Company
KANSAS CITY, MO.



A Vital
Message to
Grain
Dealers

**Heed
This
Testimony**

How to
Eliminate
Dampness
in Buildings

Duluth, Feb. 20, 1915.
CERESIT WATERPROOFING CO.,
CHICAGO.

"Satisfaction once generally brings repeat orders, and here is one.

"We wish you would ship us immediately 3700 pounds of CERESIT Waterproofing for 10,300 sq. ft. of 3" concrete floor finish, the waterproofing of which will be mixed in a concrete mass, which we intend to lay in our other buildings.

"It, no doubt, would be interesting to you to know that on the basement waterproofed last fall which we moved into the first of November we have not had a sign of leakage of any kind, and your engineers no doubt have informed you of the extraordinary difficulties we had to encounter in waterproofing the basement in question.

"From the experience we have had to date in the use of your material, we certainly cannot speak any too highly of it."

NORTHERN COLD STORAGE
& WAREHOUSE CO.,

(Signed) A. M. McDougall, Manager.

The Everlasting Waterproofing

CERESIT never fails. It renders all cement, concrete and stucco work as impervious to water as welded steel. Countless tests and thousands of installations prove it ideal for waterproofing grain elevators, basements, underground passages, boiler pits, etc.

A broad engineering service is at your disposal.
Write us for literature and valuable data.

CERESIT WATERPROOFING CO.

991 West-
minster Bldg.

Chicago
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**Added One More Usable Floor
To This Building**



Warehouse built on filled ground, mostly sand and gravel, with a boat slip on both sides. Basement is about 3 feet below water level and subject to heavy hydrostatic pressure and was effectively waterproofed by using CERESIT in top finish of floor and in a cement mortar coating applied to the inside of the walls. RESULT:—A permanently DUST-DRY basement affording valuable storage space at a small additional expenditure.

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Be Satisfied This Season!

**"YOUNGLOVE does all the
Contract calls for and MORE."**

Concrete and Tile
Quick Service

Cribbed and Balloon
Guaranteed Work

REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO.

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A Reliance Owner

"a successful grain man"



The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

**Reliance
Construction Co.**

Board of Trade

Indianapolis :: Indiana

**NEWELL
CONSTRUCTION CO.**
CONTRACTORS, DESIGNERS
AND BUILDERS

ALSO JOBBERS OF
**ELEVATOR AND
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GRANBY BLDG.
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**If Your Business
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advertise it for sale.**

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CONTRACTOR OF
Grain Elevators.

Especially Designed for Economy
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LINCOLN, NEB.

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We build all kinds of

**GRAIN ELEVATORS
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Figuring with us is money to you.

Machinery and Supplies

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L. J. McMILLIN
**ENGINEER and CONTRACTOR of
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Any Size or Capacity

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We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

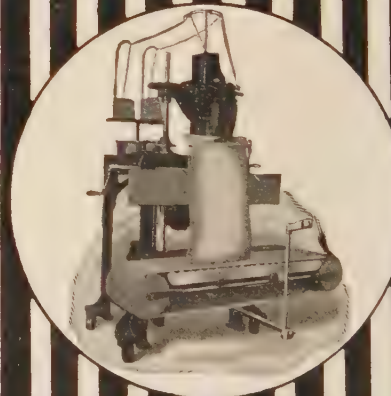
Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

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FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, La Salle Street, Chicago.

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ADJUSTABLE HEAD
FILLED BAG MACHINE**



Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

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Grain Elevators, Mill Work

Let Us Make Your Plans

WE GIVE 100% SERVICE ON ALL OUR WORK—A TRIAL WILL PROVE IT.

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the advertiser in on the secret and tell him you saw it in the

Grain
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ARE Being Built and
W. H. CRAMER is Building them
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217 Board of Trade Bldg., Indianapolis, Indiana
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Tell us what you need for your elevator and we will tell you where to get it.

Grain Elevators

of any size and any type

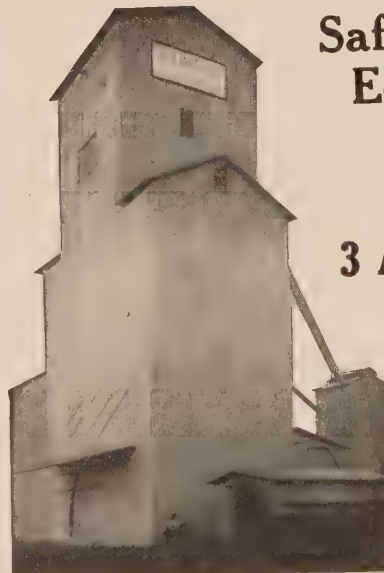
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THE
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Builders of
Better
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THE TOLTZ ENGINEERING COMPANY

PLANS—SPECIFICATIONS—SUPERINTENDENCE
For

Modern Fire-proof Grain Elevators

The building of the elevator shown is the last word in Elevator Construction.

Each part designed by a Specialist.

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The combined experience of these men we extend to you.

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Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

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Builders of Modern Fireproof
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**THE CHEAPEST Elevator in the End
Is Steel Construction
WHEN BUILT RIGHT**

It Does Not Burn.
It Preserves the Grain.
It Does Not Crack.
It Saves Insurance.
It Has a Large Salvage Value
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LET US FIGURE WITH YOU
MINNEAPOLIS STEEL & MACHINERY CO.
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WE KNOW HOW TO BUILD THEM RIGHT

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1891**

"HAVE IBBERSON BUILD IT"

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Capacity 3,500,000 Bushels

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OFFICES { FORT WILLIAMS, ONT.
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C. & N. W. RY. Calumet Terminal Elevator
South Chicago, Illinois

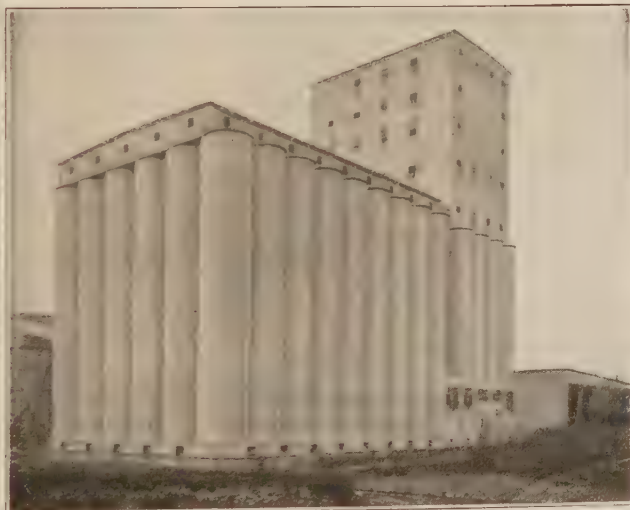
Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work
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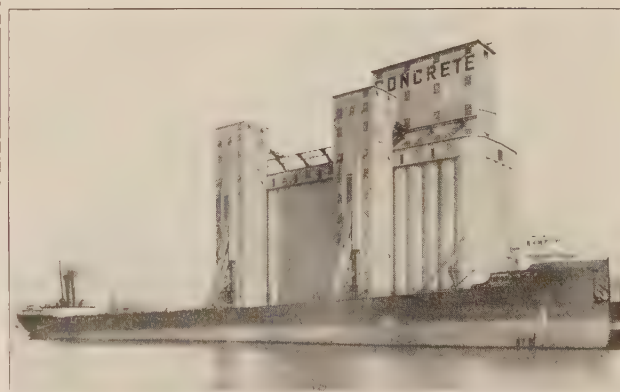


THE GIRARD POINT ELEVATOR
PHILADELPHIA, PA.

CAPACITY—1,110,000 BUSHEL. The Most Rapid Handling Grain Elevator in World. DESIGNED AND BUILT BY

JAMES STEWART & CO.
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BUILT IN ALL PARTS OF THE WORLD

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CONCRETE ELEVATOR
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Reinforced Concrete—1,000,000 bu. capacity. Receiving capacity from boats 50,000 bu. per hour. Most rapid handling grain elevator on the Great Lakes. New addition doubling size of elevator now being constructed.

Designed and Built by

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If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic

CAR LOADER

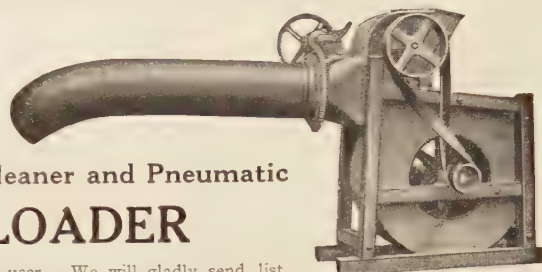
become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



The Bernert Pneumatic Track-Loader

Will solve your carloading proposition quick and easy, whether inside or outside of your elevator.

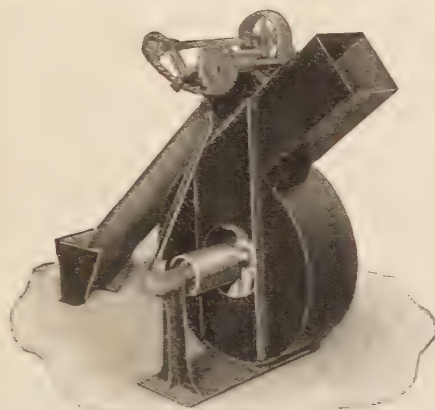
If your working floor is so low that you find it hard to install any other carloader, then investigate this machine.

Machine will handle grain direct from wagon into granary bins, warehouses or cars. From warehouses to cars, etc.

For further information or if interested in a Pneumatic Conveyor or Elevator write to

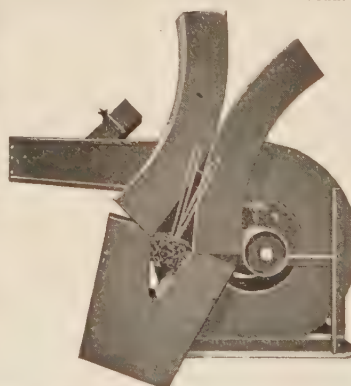
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Combination Grain Cleaner and Poultry Feed Grader and Separator.

New principle. Two machines in one for less than the usual price of one. No changing of screens. In many cases will raise the value of grain from 5 to 25 cts a bushel more. Will grade three different sizes of chick feed from ground corn in addition to removing the meal and hulls. Beautiful work brings in fancy prices. Pays for itself quicker than any machine you can buy. Get catalog and samples at once.



Boss Car Loaders

Cannot injure the grain. Every car loaded to full capacity without sweeping or shoveling. Hundreds of satisfied users. Meets all conditions of loading grain. Catalogs will be sent upon request. It will pay you to write today.

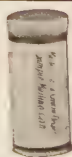
MAROA MFG. CO.

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MAROA, ILL.

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
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GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 3/4 inches and has eight openings.

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RUBBER GANDIE

OLD **BELTING** USED

LEATHER CANVAS

Write at once for prices

NATIONAL BELTING & SALVAGE CO.

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CARBON BISULPHIDE

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**DESTROYING WEEVILS
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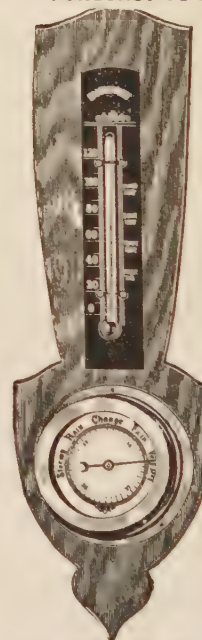
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FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer.

Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER
WEATHEROMETER
HOURS IN ADVANCE

deal for Summer Homes and Cottages, Automobilists and Travelers.

Formerly sold at \$3.00

NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

GERMANIA
INSTRUMENT CO.
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BOWSHER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes; 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog

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The N. P. BOWSHER CO.
South Bend, Ind.



ANOTHER BIG ELEVATOR EQUIPPED with

REXALL DOUBLE STITCHED BELTING

The new large Riverdale Elevator, Riverdale, Ill., owned by Hales & Edwards Co., Chicago, Ill. is equipped throughout with REXALL, having 3000' of 36" Conveyor and 2700' of 22" and 28" Leg Belting.

HUNDREDS OF GRAIN ELEVATOR PEOPLE HAVE FOUND RELIEF FROM PLY SEPARATION AND EARLY DETERIORATION TROUBLES BY THE USE OF REXALL BELTING.

WE CAN DISPOSE OF THESE TROUBLES FOR YOU.

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SALES OFFICES:
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325 Walker Bank Bldg., Salt Lake City

GENERAL OFFICES and FACTORY
Lincoln and Kinzie Sts.,
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"Use R. F. & C."

Patented

SOLID WOVEN

"Non-Separable Ply" Rubber Belt

For

ELEVATING—CONVEYING—TRANSMISSION

Guarantees

MAXIMUM RESULTS—ECONOMY

SEND FOR INFORMATION

W. H. SALISBURY & CO.

Pioneer Belt House in Western America

Since 1855

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WAGON LOADS RECEIVED

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, 1.50

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315 So. La Salle Street, CHICAGO, ILL.

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between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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2nd Avenue, N., and 3rd Street
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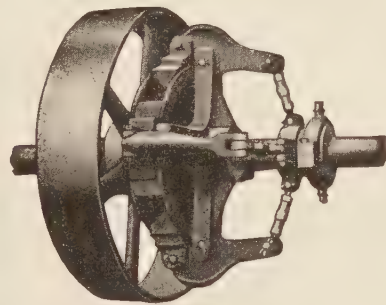
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GENERAL OFFICES
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Branches in
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Specialists in
Grain Elevator
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is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

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Decatur Foundry, Furnace & Machine Co.

Dept. D.

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For Safety or Economy

The only SANE, SAFE thing to do is recover the dust with all-metal fireproof

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

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MORRIS GRAIN DRIERS

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolutely even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

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Montana Representative: H. C. Caywood, 1706 7th Ave., No., Great Falls, Mont.

GENUINE CRUDE AND FUEL OIL ENGINES

Operate successfully on cheapest fuel oil.
Sizes 10 to 75 H. P. Stationary only.

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Muncie, Ind., U. S. A. 1215 Jackson St.

ACME ENGINE CO.

LANSING, MICH.

Before you install an engine, consider the simplicity of the Acme. Write
WILLIAMS HARDWARE CO.
MINNEAPOLIS, MINN.

THE AUTOMATIC DUMP CONTROLLER USED EVERYWHERE



The time of year is now at hand.
When Spring awakes o'er all the land.
So, Boys, who're in the Business Game,
Who're looking forth to future fame,
Don't let Dame Nature beat your time
By coming out in Garments fine.
But put your shoulder to the wheel,
And start the game with the first reel.
If Elevators are what you own, or build,
Just bear in mind—become installed
With this one fact, "To make a GO"
There is no way that has more weight
Than have a house that's up to date.
So, if you're Dump is getting beat,
The thing to do—have it controlled!
If you will use the best device,
Your dump will surely then act nice.

We will send circulars anywhere upon request.

DO NOT PUT OFF UNTIL TOMORROW
WHAT CAN BE DONE TODAY.

L. J. McMILLIN

523 Board of Trade Bldg.

INDIANAPOLIS INDIANA

KENNEDY AUTO STORAGE COVERS



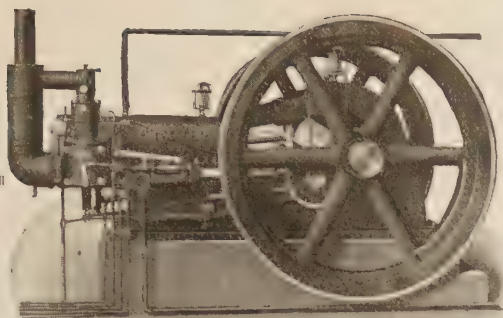
To meet the need of an inexpensive and efficient cover for automobiles while in dead storage we are making a paper cover, which is proving the right thing for this purpose. These covers are made of strong, heavy paper, properly reinforced to prevent tearing. They protect the car against dirt, dust and moisture and will prevent the polished portions from tarnishing and the finish from checking in cold weather.

We make them in four sizes:
7 PASSENGER FORD SPECIAL
5 PASSENGER ELECTRIC

Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.
New York Office, 41 Park Row

Your Elevator's Wants Are Supplied in These Columns



UNLIKE ANY OTHER

engine we have ever used. It gives us better service, it's easy to operate and operates on much less money.

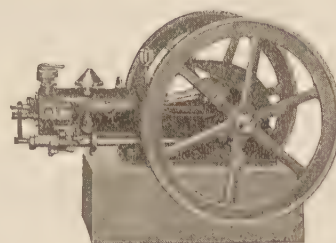
That's what we hear almost daily from the users of CHARTER ENGINES. And what is a better advertisement than the recommendation of users?

If you want more and better power at less money than you are now paying, get in touch with us. Let us solve your power problems.

8 to 160 H. P.

CATALOGS UPON REQUEST

CHARTER GAS ENGINE COMPANY
60-80 Wallace St. STERLING, ILL.



OTTO Gasoline and Gas Engines

Take the Railroad for Your Example

Freight locomotives are heavy-built, slow speed machines. They convey the impression of enormous power and solidity.

They have the heavy, long-sustained work to do. They are made slow-speed and heavy to make them lastingly reliable.

The stationery gasoline engine occupies a similar position in industry. It should develop its power at safe, slow speeds, and be strong and heavy, for the same reasons that apply to freight locomotives.

Many light and fast engines equal OTTOS in horse power, but they need the speed to get the power; and the light weight reduces the cost—yet everyone knows that light weight and high speed make a poor combination in stationary engines.

Buy safely—heavy, slow speed OTTOS have proved themselves in over 100,000 cases during 40 years of service.

THE OTTO GAS ENGINE WORKS

15-17 S. Clinton St.
Chicago

Main Office and Works—Philadelphia

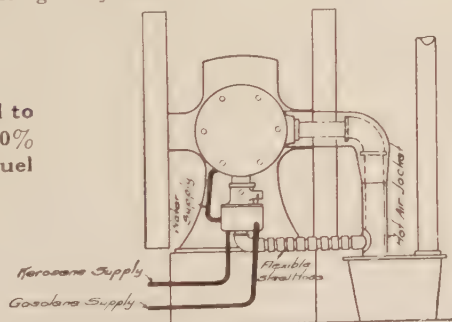
Mr. Gas Engine User

Why Not

ECONOMIZE

On your fuel bill? You can do this by installing an
American Kerosene Carburetor
and doing away with the use of gasoline.

**Guaranteed to
Save You 50%
of Your Fuel
Bill.**

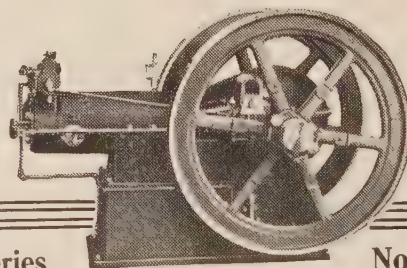


You do not have to make any change in your equipment, only to attach your kerosene carburetor and go ahead.

This carburetor can be used on tractors, etc., in fact any place where a gasoline engine is in use, and will cut your fuel bill at least 50%, as well as prolong the life of your engine, as kerosene is a lubricant and will reduce your friction load, while gasoline is not.

Will furnish sworn testimonials on request; write us for them, also descriptive circular. All Carburetors guaranteed.

THE AMERICAN CARBURETOR COMPANY
FRANKFORT, INDIANA



No Batteries

No Cranking

No Delays From Breakdowns

THE TROUBLES ALL LEFT OUT

To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

SET OF BOOKS for Grain Dealers

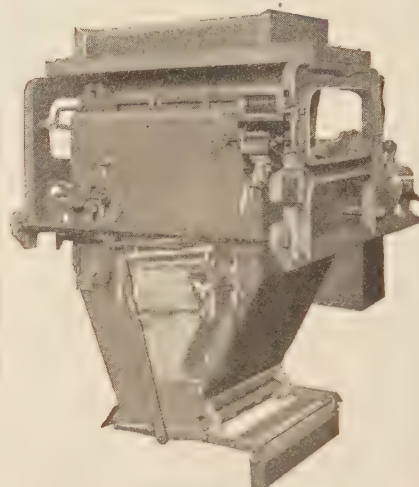
Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



Ship Your Hay
to
ALBERT MILLER & COMPANY
192 North Clark St., Chicago, Ill.
"LARGEST HANDLERS OF HAY IN MIDDLE WEST"

REFERENCES { First National Bank, Chicago
National City Bank, Chicago
National Produce Bank, Chicago

THE
RICHARDSON AUTOMATIC
**Type Registering
SCALE**



SHEET METAL SPECIALISTS

NOW is the time to overhaul and repair your plant for the coming year. We can furnish all your requirements in the Sheet Metal Line.

WE MANUFACTURE

**DUST COLLECTORS
BLOW PIPING
CONVEYORS**

**GRAIN SPOUTING
STEEL ELEVATOR LEGS
MILL and ELEVATOR WORK**

No job too large for us to handle, the small ones receive the same attention. Get our figures before placing your order. All work guaranteed.

MINNEAPOLIS SHEET METAL WORKS
1528 Washington Ave., No., Minneapolis, Minn.

We are Agents for All Makes of Fans

Write the Editor

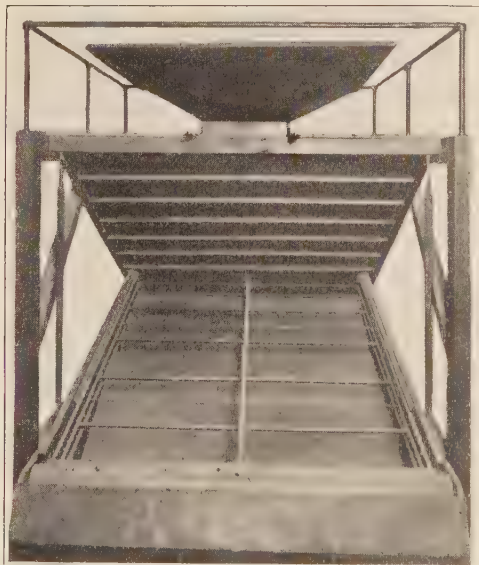
— of —

The Retail Coalman

1535 Monadnock Block,
Chicago, on any problem connected with the retailing of coal. It will cost you nothing, place you under no obligation. He may render you some service worth while.

WILFORD CLEANER and SEPARATOR

IS INSTALLED IN BALTIMORE'S LARGEST ELEVATORS



and is giving excellent service.

The machine is equipped with three sets of screens, 9x12, built in 5 sections each. Handling 35,000 bus. in 10 hours this machine will give four samples of screenings and of dust after passing through seven distinct air shafts. Blowing and screening over one screen this machine has a capacity of 8,000 to 9,000 bus. per hour.

Smaller machines of the same type are made in sizes from one foot up.

Write for additional information.

A. WILFORD & CO.

1422 Hull Street
Baltimore, Maryland

You Can Sell Your Elevator

by advertising directly
to people who want to
buy, by using a

**Grain Dealers Journal
Want Ad.**

VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds. The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2 1/2-in. wide by 8 1/2-in. long Price 50 Cts. Address
GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS

Beans and Peas.

Since the discovery, in the present generation, of the full value of the legumes as soil renovators, through the addition of nitrogen to the soil, the importance of their place in an intelligent system of farming continues to receive increasing recognition by the average farmer.

Among this class of plants, the different types of field beans and peas occupy an important position, being the most suitable of the legumes for improving the soil, particularly in the regions where the problem of maintenance or improvement of soil fertility is essential to profitable farming, and at the same time a valuable and important food and forage crop over large areas.

THE SOY BEAN is a competitor of the clovers, being used as a substitute for clover in sections where clover is not successfully grown. The first grown in the southeast, it has met with more favor north of the cotton states, where cowpeas have the preference as a forage crop. Soy beans are not generally used as a human food in this country, although perfectly edible. Its principal use is as a stock food, about 10% being fed as mature grain, mostly in the form of milled feed, 15% as grain in the straw, either cut or pastured, and 52% as hay cut green or siloed. Four per cent is plowed under for fertilizer, about 18%, or over 3 bus. from each acre, is saved for seed. As one bushel out of the normal yield of 18 bus. per acre would suffice to seed an acre, if broadcast, and half a bushel if planted in cultivated rows, it is evident that the acreage of this crop must be increasing rapidly.

COMMON WHITE AND COLORED BEANS are primarily a human food. They are grown principally in New York, Michigan and California. The proportion of the white bean to the colored is high in Michigan, about 93% against 7%, but it is only 57%, compared with 43% colored in New York, with about 50% of each in California. The production of these beans is relatively important also in Colorado, New Mexico and the adjoining Southwestern States, where the colored bean largely predominates; and there is a slight commercial production in New England.

LIMA BEANS.—The commercial production of dried lima beans is practically confined to the southern coast districts of California, where conditions for the growth of the crop seem peculiarly favorable and where, also, by reason of the dry weather during maturity and harvest, the crop rarely suffers damage. The crop as grown there for drying is almost entirely of the pole variety, though grown without poles. Lima beans constitute more than half of the total annual production of nearly 4,000,000 bus. of dry beans in the State of California.

VELVET BEANS where grown are an extremely valuable crop, but it is at present confined to a few of the Gulf States, as it requires a long growing season, and does not mature above the thirty-fourth degree of latitude, but shorter season varieties are being introduced and its cultivation gradually working northward. It is the leading legume of Florida, comprises almost half of the area of peas and beans in Alabama and about 9% of the acreage of peas and beans in Georgia. It is one of the most valuable of all legumes, producing a tremendous growth of vines with large numbers of fleshy pods containing large seeds, furnishing an abundance of excellent pas-

turage thruout the winter and leaving a considerable amount of debris to be plowed under as fertilizer in the spring. Where the plant is most grown and best known, most of the crop is so utilized, after first picking part of the grain for seed. About 50% of the area planted is used for winter pasture, or cut and fed as matured grain in the straw, and 8% is cut green for hay. It is reported that 20% of the matured grain is being fed to live stock. Considerable and increasing quantities of the pods and seed are being ground together to make a rich stock feed, and this use of the plant is reported as increasing.

THE CANADIAN FIELD PEA is unable to endure heat or drought, and the commercial production is, therefore, largely confined to the northern tier of States, especially Michigan and Wisconsin, to some States of higher elevation, particularly Colorado, and to the Northern and Middle Atlantic group of States. The production in Michigan has rapidly declined of recent years. Attempts to utilize the Canadian field peas as a winter cover and pasture crop in the South have not as a rule been successful. About 20% of the commercial production is used as human food in the form of dried peas. Considerable quantities of the green peas are canned. About 37 per cent of the matured grain is used in stock feeds, 10% additional is fed in the straw, and nearly 8% is cut green for hay. This crop is often planted with oats for a forage crop. About 22% of the commercial crop is used for seed.

THE COWPEA is the favorite legume over much of the South, the heaviest acreage being in the South Atlantic and Gulf States. It is a highly nutritious human food, certain finer varieties being very palatable, and is a principal dish on the farm table over large portions of the cotton belt. About 8% of the crop is used for human food, about 6% is fed to stock as grain, mostly milled; 14% is fed as matured grain in the straw or pastured off; 40 per cent is cut green for hay, usually at about the time when the first pods begin to mature. This is the most important of all the hay crops of the South, being grown on almost every farm in the cotton belt; particularly and almost of necessity in the regions of thin soils, though it is equally valuable, if not so necessary, in richer soils. About 10% of the acreage is plowed under to enrich the soil.—S. A. Jones, Buro of Crop Estimates, U. S. Dep't of Agriculture.

I SECURED a position thru an advertisement in the Grain Dealers' Journal.—Robert W. Jark, of Bunton & Nichols, Brayton, Ia.

THE VICTORIAN CABINET of Australia, which is considering reports from experts on the bulk handling of wheat, recommends the adoption of a system under the control of a special grain commission of three members and the establishment of a Central Grain Exchange at Melbourne. It is pointed out that bulk handling would assure more rapid handling on the railways and at the wharves. A saving in the cost of freight would result. The system would offer an improved method of financing the farmer, by means of negotiable government certificates, based on the weight and grade of wheat delivered. The government states that bulk handling would mean a saving on a crop of 60,000,000 bus. of over \$5,000,000 including a saving of 3d a bus. to the farmer.

War Affecting the Grain Trade.

THE FRENCH GOVERNMENT has granted authority for the shipment of 2,000 carloads of American corn for Switzerland, which has been delayed many weeks in Marseilles.

FOOD RIOTS have occurred at the Roumanian cities of Braila, Sulina and Constantza, because of the announcement that Roumania will sell large supplies of grain to Germany.

THE SINKING of the Bell with 26,000 quarters and the Bengairn, 15,000 quarters of wheat was reported Apr. 3. The Achilles with 14,000 sacks of flour was also reported sunk by submarines.

THE KELLBERGEN, a Dutch steamer, enroute from Baltimore to Leith, and the Skogland, a Norwegian steamer for Copenhagen, both carrying grain cargoes, have been taken into Kirkwall by the British authorities for detention and inspection.

THE FENAY BRIDGE, which left Philadelphia some time in March with a cargo of 216,310 bus. of wheat, valued at \$324,405 has been reported torpedoed by a German submarine. The St. Cecilia, from Portland with a cargo of grain, has also been sunk.

FAILURE to MAKE DELIVERY of some 456,000 bus. of wheat contracted for in May, June and July, 1914, was the basis for suits for damages of \$500,000 and \$900,000, filed in the United States District Court against the J. Rosenbaum Grain Co. The complainants were the Behrendt & Bodenheimer Co. of Hamburg, Germany, and the Pester Victoria Dampfmuhle Aktiengesellschaft.

THE GRAIN BURO of Holland intends to import from America this year 1,180,000 tons of corn with a value of \$46,800,000 and 140,000 tons of rye, valued at \$7,600,000, provided Great Britain consents to increase the present insufficient import supply of 75,000 tons monthly to 110,000. Should the increase be refused, the Dutch gov't will purchase about 850,000 tons of corn and 95,000 tons of rye. About 600,000 tons of wheat will be bought also, valued at \$36,700,000.

A CARGO of 172,000 bus. of wheat is being detained on the British bark Alice A. Leigh at Portland, Ore., on account of her inability to sign a full crew. This cargo is the largest grain shipment loaded at Portland by a sailing vessel during the present season. For a like reason the Norwegian bark Olive Bank, also laden with grain, is unable to sail. Another delayed grain ship, the Norwegian bark Musselcrag, finally left with a full crew. In view of the above, the Seattle Chamber of Commerce asked the Department of Commerce to permit clearance of vessels without fully certified crews, but the Department replied that it could not suspend or annul the law.

CARGO STEAMSHIP owners thruout England received telegrams recently from the Government stating that before engaging any of their vessels to load wheat and flour they must obtain permission from the Transport Department to tender for such business. The instruction is another step in the direction of the complete control of all British ships by the Government. Owners will now have to make two applications for every vessel intended to load grain—first, for permission to make the contract; second, for the licence of the Licensing Com'te. Hitherto a good deal of business has been done direct with charterers in America without preliminary application for permission, but the authorities will now know the facts from the outset.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

ELEVATOR for sale or lease in Northern Indiana. For particulars address N. I., Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Long lease on one or more elevators in good grain belt of Nebr. Better than owning elevators. Address Long, Box 5, Grain Dealers Journal, Chicago.

ONE Elevator on Vandalia R. R., Butler Branch \$1,000.00; one on the C. & O. of Indiana \$7,200.00. Inquire of F. P. McFadden, 12 Mile, Indiana.

SOUTHERN KANSAS Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—Ten thousand bu. elevator, iron-clad, best equipped; good point, together with stock of hardware and implements. Reason for selling, bad health. The Murray G. & H. Co., Iantha, Mo.

OKLAHOMA 20,000 bu. Elevator for sale. On C. R. I. & P. R. R. Only elevator at station. Handles grain, feed, flour and meal. For particulars write Only Box 5, Grain Dealers Journal, Chicago.

MINNESOTA Elevator, 10,000 bushels capacity and large tank holding 50,000 bushels, on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minnesota.

FOR SALE—Two Illinois Elevators operated from one office with lumber and coal in connection. Handle 500,000 bu. grain annually. Address James M. Maguire, Campus, Ill.

NORTHERN ILLINOIS iron clad, cribbed elevator in good territory. Capacity 10,000 bus., electric motor, up-to-date construction. A one man plant. Coal and feed business can be obtained. Address Wakefield Grain Co., Waterman, Ill.

INDIANA An up-to-date, new, one-man grain elevator. Gas. Flour, feed, coal, tile, etc., in connection. On private ground. Town of 300. Lumber yard needed, 80 mi. S. E. Chicago. Address Lock Box 461, Ora, Ind.

FOR SALE—12,000 capacity elevator, located in good County Seat town. Original cost \$12,000. For the best reasons, plant is offered for \$7,000 cash. Elevator is modern and in good condition. Retail business \$30,000 annually. Nat. P. Claybaugh, Frankfort, Ind.

FOR SALE Three elevators in Wisconsin, one located on C. & N. W. Ry., and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

OHIO—For Sale at a bargain, up-to-date elvtr. and large hay warehouse, both fully equipped, and now running. Elvtr. capacity 35,000 bu., which can easily be increased. Three loading out spouts, car shed, R. R. tracks, etc.. Frontage 839 ft. C. H. & D. R. R. Reason for selling, other business requires owner's attention. For full particulars and price address Carl, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE

ELEVATOR and warehouse for sale or rent at Adell, Wis. For particulars apply E. P., Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Several splendid elvtr. properties in Ohio, Ind. & Ill. Fine Mfg. plant ind. Good business openings. W. C. Chancellor, 117 E. Markland Av., Kokomo, Ind.

FOR SALE—Elevator and feed mill, best paying elevator in Eastern Oklahoma. A great bargain. Address Box 462, Kansas City, Mo.

OKLAHOMA Elevators for sale, located in Northern and Northeastern Okla., good locations, good grain sections. Address E. W. Box 6, Grain Dealers Journal, Chicago.

OKLAHOMA Two Elevators for sale in one of the best grain sections. Good churches and good schools. Cheap if taken soon. For particulars address Ryan, Box 6, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

EASTERN KANSAS 10,000 bu. Elevator for sale, large territory, good crops. Large percentage yet to handle. Good coal bins. Part cash and terms. Address Code, Box 5, Grain Dealers Journal, Chicago.

INDIANA—14,000 bu. elevator and seed house for sale. Has handled 143,000 bu. grain and 2,750 bu. clover seed this season, from June 8, 1915, to present date. In town of 1,000, good farming community. No trade will be considered. Don't write unless you mean business. Address H. G. B., Box 8, Grain Dealers Journal, Chicago.

CENTRAL INDIANA — Will sacrifice \$1,000.00 on a 12M. capacity house, lumber shed, coal sheds and other buildings. Handles 60M. bus. grain; 12 to 15 cars lumber; 10 to 15 cars coal and other items. On Wabash R. R. Private ground. Price \$5,500.00. For information address New, Box 6, Grain Dealers Journal, Chicago.

CENTRAL INDIANA—Elevator 60 M. capacity, cribbed house. Average year will handle 200,000 bus. corn, oats and wheat, about 50 to 60 cars of coal, 700 to 1,200 bus. clover seed, besides salt, flour, tankage, twine and all kinds of feed.

The feed, salt, flour, twine and seed business will pay entire expenses of running plant. Splendid money maker, and price is right. Good reason for selling. Address Gale, Box 8, Grain Dealers Journal, Chicago.

FOR SALE. A half interest in a 75,000-bu. elevator on land leased of Santa Fe Railroad. Can also load on Big 4 in town of 800, 60 miles from Chicago. Cribbed elevator; 3 legs; 3 dumps; Richardson Automatic Scale; electric motor power; 20 h. p. Gasoline engine, good working order; good office. Station handles 700,000 (seven hundred thousand) Bushels. One competitor. Price for half interest \$4,500. Buyer must take management of same at a salary agreeable to both parties. Address all correspondence to Herbert Austin, Reddick, Illinois.

ELEVATORS FOR SALE.

FOR SALE—Three elevators within a radius of fifteen miles from each other. Will sell one or all. J. Borgerding & Co., Melrose, Minn.

OHIO—Elevator for sale, in good condition. Large retail coal and feed business. Address West, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wil, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

FOR SALE—100,000 bu. elevator with electric and gasoline power at station that handles 500,000 bu. annually. One competitor. Price \$7,000. Address James M. Maguire, Campus, Ill.

FOR SALE—50,000 bu. elevator on Illinois Central in Central Illinois. Good grain station, fine competitor, good schools, 3 churches, a money maker; price \$11,500. For particulars address Wm., Box 8, Grain Dealers Journal, Chicago.

NORTHEASTERN MICH. 40M.-bu. concrete foundation, electric power and lighted elev. Good bean and grain country; 3 hopper scales, 4 giants, 2 gibbs, 2 polishers, 2 Tinkems. Good railroad facilities; on section road; seeds, feed, coal, hay business. Quick sale. Address Quick Sale, Box 6, Grain Dealers Journal, Chicago, Ill.

KANSAS—As well an equipped elvtr. as there is on the R. I. and at one of the best grain buying stations. Elevator equipped with Man lift, 12 h. p. engine, feed mill and cleaner. Controllable dump and non-chokeable boot. Elevator and feed room covered with sheet iron throughout. Reasons for selling by letter if you wish them. Write L. E. Webb, Bloom, Kans.

CENTRAL ILLINOIS Elevator on I. C. R. R., Chicago & New Orleans line, 30,000 bu. cribbed house, 20,000 bu. ear Corn Crib, large cob & dust house, three dumps, low drive, Western Sheller, Gyration cleaner, Automatic scales, electric power, in fine grain section, 500,000 bu. station. Coal and feed handled. Liberal terms to purchaser. For particulars address Frank, Box 7, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS WANTED.

WANTED to buy an elevator, well located and doing good grain business. Address A. F. Gilchrist, Gibson City, Ill.

WANTED—To purchase an elevator in good location, Northern Oklahoma or Southern Kansas. Will pay cash. Address Post Office Box No. 1, Ponca City, Okla.

WILL PAY \$25 for information for an elvtr. site in N. D. or Mont., money to be paid when elevator is completed, or will buy elevator at good location. Address Lock Box 142, Stratford, S. D.

WILL BUY or rent Elevators in Iowa, Minnesota and South Dakota, located on Milwaukee, Rock Island or Burlington Railroads. Give full particulars to Bert, Box 7, Grain Dealers Journal, Chicago.

ONE of the best 240 acre farms, well improved, in Central Kans., about 200 acres wheat, 2 miles from town, to exchange for elevator in good location. Address Chance, Box 5, Grain Dealers Journal, Chicago.

WANTED—Five or six country elevators, located in Kansas on any railroad west of a line drawn north and south through Wichita and south of the central branch of the Missouri-Pacific. In first letter, give capacity of elevator, kind of construction, size of engine; give all kinds of machinery, the names of competitors, number of bushels purchased in 1914 and 1915 separately, and state the net cash price. Address Lock Box 1123, Wichita, Kans.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" Columns of the Journal.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

LIST your Elevators and Real Estate with me. I have a number of Buyers and can fit you out with what you want. Wire or write.

N. C. SINNOTT, Ft. Dodge, Iowa

BUSINESS OPPORTUNITIES.

ELEVATOR and warehouse for sale. Good grain, flour and feed business. Inquire of Jos. W. Schmit, Fredonia, Wis.

ALFALFA MILL, Elevator and coal business for sale at a bargain. E. H. Link, Hillrose, Colo.

GET AWAY from the cold winters, but stay in the Grain Business.

A wholesale grain and feed business in Memphis, will lease elevator and warehouses or sell. Box 733, Memphis, Tenn.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MY 350 bbl. mill and 60,000 bu. elevator and grain tank in the best city in Kansas. Owner retiring from active milling offers this valuable property at a bargain on good terms. Address Opportunity, Box 7, Grain Dealers Journal, Chicago.

BEST BARGAIN YET.

5,000 bush. Michigan Elevator with feed grinder, price \$2,000. I also have Mills for sale that does the business, good paying mill to rent, also some Farms to Exchange for Mills. Write R. N. Parshall, Dundee, Mich.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning Rods during your spare time. Write us for agency proposition. It's a winner.

GEORGE M. KING CO.,

609 E. Walnut St., Des Moines, Ia.

FOR SALE, lease or rent, for flour mill; building, 3 story and basement; in Corning, Clay Co., Ark. Fine wheat growing country; no mill here. We need a flour mill and someone to buy wheat. A chance of lifetime to party wanting to operate flour mill. Address S. N. Neill, Corning, Ark.

FOR SALE, an old established mail order seed house at a sacrifice, located in the heart of the clover seed district. Well equipped for the handling of all kinds of farm seeds. A large mailing list of reliable customers. Also good local business. Address Mail Order, Box 6, Grain Dealers Journal, Chicago.

INDEPENDENT ELEVATOR COMPANIES: Let us tell you how to finance your grain business in an Independent Manner; and at less cost in interest than you are now paying. No obligations to Commission men or local Bankers.

SECURITIES INVESTMENT CO.,
408 National Life Bldg., Chicago.

FOR SALE—Northwestern Ohio plant, consisting of
20,000 bu. Elevator,
100 bbl. Flour Mill,
125 bbl. Buckwheat Plant,
125 bbl. Meal Plant,
60 ton Cracked Corn Plant,
22 in. Feed Mill.

Located 20 miles west of Toledo, on New York Central main line. Electric car service hourly. Excellent grain territory. Plant electrically operated; cheap electric power. Continuous Ellis Dryer. Feed storage on siding. All equipment necessary for Straight and Split cars of bulk and sack grain and feed. Wholesale grocer takes largest portion of Buckwheat Flour output. Plant in daily operation. Offered at quick sale price.

THE PILLIOD MILLING CO.,
Swanton, Ohio.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

BUSINESS OPPORTUNITIES.

NORTHERN ILLINOIS Coal, grain, feed business. Grain and feed storage 25,000, coal 2,000 tons; feed mill 60 h.p. steam, up-to-date. Good proposition for hustler. T. F., Box 6, Grain Dealers Journal, Chicago.

KANSAS—First class Mill and Elevator for sale. Flour mill 175 bbl.; 40,000 bu. Cribbed Elevator. Both mill and Elvtr. lined all over with steel. Large brick boiler and engine room; 200 h.p. Corliss engine; 150 h.p. Atlas boiler plant; track scale. In good town, on two railroads, fully equipped, ready to run; on private land. No better wheat belt in the state. Same is all clear of incumbrances; \$8,000 cash will buy this with a \$3,000 note payable in two years. A bargain in a mill for someone who understands milling. Am no miller, and not able to get my sons interested to take it. Address Kaffir, Box 1, Grain Dealers Journal, Chicago.

SECOND-HAND BAGS AND BURLAP.

SHIP YOUR second hand bags to the Louisiana Bag Corporation, New Orleans, and receive highest market prices.

WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheetling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

FERRETS.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

MISCELLANEOUS.

WANTED—Articles of merit that can be either manufactured or sold to Grain Elevators. Address Trader, Box 8, Grain Dealers Journal, Chicago.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,300 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal
La Salle St. Chicago, Ill.

SITUATIONS WANTED.

WANTED POSITION as Manager of County Elevator; 2 yrs. experience. Reference, last employer. Address W. B., Box 6, Grain Dealers Journal, Chicago.

WANTED Position as Manager of Elevator or traveling for some good firm. 9 yrs. experience, good reference. Address R. C. F., Box 7, Grain Dealers Journal, Chicago.

WANTED Position as Manager of Country elevator, have had a great many years' experience, can give best of references. Write 614 Board of Trade, Indianapolis, Indiana.

WANTED POSITION as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as traveling solicitor for reliable grain firm or Manager of elevator. 14 years in the grain business. Address Results, Box 5, Grain Dealers Journal, Chicago.

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

POSITION WANTED as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

WANTED—Position as Mgr. Farmers elev.; 14 yrs. experience. Understand buying and selling grain. References. S. Dak., Minn., W. Iowa preferred. Address Ia., Box 8, Grain Dealers Journal, Chicago.

WANTED, POSITION with Farmers or Joint-acct. with Independent or Line Co., thoroughly understand country end of grain business; can furnish best of reference, and deliver the goods; also done track buying and selling; seven years' experience. Address C., Box 8, Grain Dealers Journal, Chicago.

POSITION Wanted—By young man as Auditor or Traveling Superintendent of Elevators. Fifteen years' experience buying and selling grain. Familiar with all large terminal markets and well acquainted in the Northwest, Central and Southern States. Address S. T., Box 8, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

POSITION WANTED as buyer for line house in Northwest. Best of references; 4 years' experience. Address Best, Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of an elevator; 12 yrs. experience buying and selling all kinds grain; also coal, lime, hay, cement and everything goes with grain business. Can give best of references. Address Box 716, Liberty Center, Ind.

POSITION WANTED as Manager of Farmers elevator. 3 years experience. Understand bookkeeping and buying and selling of grain. Also experienced in live stock business. Reference A-1. Address EP, Box 5, Grain Dealers Journal, Chicago.

I WANT a position. Can run warehouse, weigh grain, run engines, install elevator machinery, know good grain from bad and can furnish best of references. Address Chas., Box 8, Grain Dealers Journal, Chicago.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

PROPOSALS.

DEPARTMENT Quartermaster's Office, 556 Federal Building, Chicago, Ill. Sealed proposals, in triplicate, will be received here until one o'clock P. M. Central time, May 15, 1916, for furnishing at Chicago, Ill., or other prominent railroad points, 3,000 tons hay and 3,000 tons oats. Information furnished on application.

SAFE FOR SALE.

OVERSTOCKED with second-hand rebuilt safes, various makes. Save money and valuables by buying now. Fire and thieves come unexpected and uninvited. Are you protected? Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

HELP WANTED.

WANTED—A competent man to manage a branch plant handling principally beans. Must have some knowledge of accounting and understand buying beans from other elevators to be hand-picked in transit. BAD AXE GRAIN CO., Bad Axe, Michigan.

WANTED—Man who understands millwrighting and the operation of elevator machinery and who is capable of installing elevator equipment. Steady position for right man to work in Ohio and Indiana for manufacturer. Address Steady, Box 8, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

EXPERIENCED SEEDMAN WANTED

—For well established Southwestern business handling field seeds principally—young man with executive experience with a Western or Southern field preferred. Answer giving age, details of education and experience in the seed and grain lines. Give positions held, nature and responsibilities assumed in each and salaries received. Give reasons for any change in location or employment. State salary expected. Interest in business may be had if desired. Full answer in sealed envelope will be carefully considered in confidence. Address Southwestern Seedsman, Box 7, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

FOR SALE—New Fairbanks 1,200-Bush. Hopper Scale with hopper and steel beams. Calumet Cereal Co., 184 W. Washington St., Chicago, Ill.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

OVERSTOCKED with second-hand, refitted Portable, Dormant, Flour Sacking and Wagon Scales at reduced prices. Write now and save money. Howe Scale Co., St. Louis, Mo. "Manufacturers Sonander Automatic Grain Scales."

- 2—4-ton Fairbanks refitted scales with compound beam platform 14x8
- 1—6-ton Fairbanks refitted scales with compound beam platform 14x8
- 1—5-ton Fairbanks refitted scales with double beam platform 22x7
- 1—4-ton Buffalo Scale with compound beam platform 14x8
- 1—6-ton Buffalo Scale with compound beam platform 20x7

Prices will interest you.

NEBRASKA SCALE & SUPPLY CO.,
1104 Farnam St., Omaha, Neb.

DO IT NOW**GRAIN DEALERS JOURNAL**

315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm

Capacity of Elevator Post Office

..... bus. State

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks, Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

ENGINES FOR SALE.

FOR SALE—1 10 h. p. special electric Fairbanks-Morse gasoline engine, can be seen in running condition. Keystone Electric Light Co., Keystone, Ia.

FOR SALE—One No. 1 gas engine, 20 h. p., almost new. I am anxious to dispose of it, as I have installed an electric motor. Also one 36"x12' tubular boiler, 25 h. p., also smokestack. All in good condition. John Rothmuller, Crete, Neb.

FOR SALE. Good up-to-date Ten Horse-Power Oil Fairbanks Morse Engine. Gas Tanks, Pipes and fittings. Used fourteen months. Price \$350 F.O.B. car at Akron, Colorado. Address Farmers Elevator Co., Akron, Colo.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

of Grain Dealers Journal, published semi-monthly at Chicago, Illinois, for April 1st, 1916.
State of Illinois, County of Cook—ss.

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared Charles S. Clark, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the Grain Dealers Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business manager are:

Publisher, Grain Dealers Journal, 315 So. LaSalle St., Chicago, Ill.
Editor, R. R. Roscing, 315 So. LaSalle St., Chicago, Ill.

Managing Editor, Charles S. Clark, 315 So. LaSalle St., Chicago, Ill.
Business Manager, Charles S. Clark, 315 So. LaSalle St., Chicago, Ill.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.)

Charles S. Clark, 315 So. LaSalle St., Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

CHARLES S. CLARK,

Business Manager.

Sworn to and subscribed before me this 23d day of March, 1916.

JAS. M. ANDERSON,

Notary Public.

(SEAL)

(My commission expires 11-18, 1918.

HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 203 Mercantile Library Bldg., Cincinnati, O.

CORN BRAN WANTED.

CORN Bran Wanted. P. L. Zimmermann Co., St. Louis, Mo.

GRAIN WANTED.

WANTED—Off grade oats of all kinds. Mail liberal sample and will wire you best bid. The Wadsworth Feed Co., Warren, O.

GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

FEED FOR SALE.

FLOUR, Bran, Middlings, Cottonseed meal, O. P. oil meal, dairy feed, stock feed, selected seed oats, straight or mixed cars; always in the market for grain, hay, straw; ask for prices deliver. C. T. Hamilton, New Castle, Pa.

STEAM ENGINES, BOILERS.

FOR SALE AT A BARGAIN; one 11x24 Simple non-condensing Murray Corliss Steam Engine, right hand Girder Type. 60 horse power running at 110 revolutions, on 90 pounds pressure at 1/4 cut off. Complete with 8"x14" flywheel and steam pipe and valve. Engine as good as new, only used a short time, but as we have discontinued milling we wish to dispose of it. Rippe Grain & Milling Co., Fairmont, Minn.

WANTED.

WANTED—Second-hand Corliss engines and 100 to 150 h. p. boilers. Landreth Machinery Co., Joplin, Mo.

ADDRESS WANTED.

WANTED—Address of C. O. Thrasher, formerly of Monterey, Ind. Kindly notify me if you know same. Address E. E., Box 8, Grain Dealers Journal, Chicago.

INFORMATION WANTED.

WANT names of manufacturers of fibre paper, also information regarding the use of this material for lining in grain spouts. Address Padden, Box 8, Grain Dealers Journal, Chicago.

ACCOUNTING—AUDITING.

DO YOU want your books audited at a reasonable cost and by an accurate and reliable firm? Address Audit, Box 8, Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

MACHINES WANTED.

WANTED—A three-roll feed mill. Send description to J. R. Reeve, Hampton, Ia.

MACHINES FOR SALE.

FOR SALE

Second-hand machinery of a grain elevator, complete, including steam engine. Cheap. Hodges Brothers, Olathe, Kans.

FOR SALE. One 140' 10" 4-ply rubber cup belt, brand new, 130 Salem cups 5x9, new. For particulars address B. F. Bert-rand, Clements, Minn.

FOR SALE. One Cyclone Dust Collector in first-class condition. Made by S. Howes Co., their No. 9, 9 ft., 7 in. high. Price \$45.00. C. H. Yates, Oak Ridge, Virginia.

TWO Monitor Receiving Separators, 2 Double Allis 9x18 rolls; 1 10 bu. Avery Auto. Scale; 1 Duplex pump, hot and cold water, 2,000 gal. per hr. Good order. P. J. Flynn, Supt. Harter Mfg. Co., Fostoria, O.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth,

9 South Clinton St., Chicago, Ill.

FOR SALE—Two No. 5 and one No. 5 1/2 "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls. 2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.

400 Ft. 16" 6 ply New Balata Belt, @ 88c per foot.

800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.

Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.

120 feet 2 1/2" Iron Pipe.

100 Feet 1 1/2" Iron Pipe.

Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.

431 to 437 S. Clinton St.,

Chicago, Illinois.

SCREENINGS WANTED.

WANTED TO BUY Wheat screenings, Chicken wheat, corn, oats, corn screenings, wheat bran, Milo maize or kafir corn. Sub-board samples and prices delivered to Seaboard Feed & Produce Co., Henderson, N. C.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal
Want Ad.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SEED CORN, hand picked, leading varieties, white or yellow, \$2.50-\$3 per bu. Write me your wants. Ed. S. Barry, Hardin, Ill.

WE HAVE a choice lot of medium yellow and ebony soy beans for sale. Will be glad to submit samples and quote prices upon request. The Epps Farms, Metcalf, Ill.

EXTRA GOOD early Yellow dent seed corn, 1914 grown, \$3.00 per bu. Will not last long. In 20 bu. quantities, \$2.00 per bu. A. J. Fosdick, Mo. Valley, Ia.

SEED CORN—Improved Yellow Dent and Silver Mine. Planted before Apr. 20, picked before Nov. 10. Shelled, graded and sacked, \$2 bu. Special rates in car load lots. A. A. Thompson, Roodhouse, Ill.

FOR SALE—Whipporwill, Bunch Clay, Black & White Table, Peas. Early yellow Soy Beans, Long Red Peanuts, Hickory Kind and Prolific Seed Corn. Samples and prices on application. I. Wind & Co., Huntsville, Ala.

SEED CORN—1,000 bus. Boone Co. White and 200 bus. Silver Mine. Butted, tipped and shelled. High test. Samples on request, \$1.50 per bu., bags included. Baker Elev. & Mill Co., St. Francisville, Ill.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

CHOICE WHITE SEED CORN

We have a limited amount of the famous Scioto Valley White corn suitable for seed. We guarantee satisfaction. Price \$1.10 f. o. b. Portsmouth, Ohio.

THE GRIMES-STREITMATTER GRAIN CO.

**CRAYER-DICKINSON
SEED COMPANY**

Buffalo

Binghamton

Buy and Sell
**TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN**

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

SEEDS FOR SALE.

MEDIUM and alsyke clover seed 1914 crop, extra quality. Write for prices. Model Milling Company, Celina, Ohio.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

NORTHERN GROWN Black Eye Cow Peas for Sale. Choice for seed or cooking, \$1.75 per bushel. Kiest Milling Co., Knox, Ind.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

SOY BEANS for sale. Ito San and Mikado Varieties. Germinating test 90%. Price \$2.50 per bu. Fred Bachman, R. R. 31, Acton, Ind.

BROOM CORN SEED—1,500 pounds of Standard Broom Corn Seed, 1915 crop, for sale at reasonable price. F. H. Culbertson, Carroll, Iowa.

ALFALFA SEED—Non-irrigated and re-cleaned, also Rape seed, Blue grass, Seed corn, Cane and Millet, Alsyke, Red Clover, Sweet Clover, everything in the seed line at Campbell's Seed House, Seward, Nebr., Dept. A.

ALFALFA SEED—Black Hills Dryland grown alfalfa and sweet clover seed. Send for seed book and prices. Glenheim Farm, R. 13, Whitewood, S. D.

SEED CORN

We have a very complete line of FIELD CORNS. White and Yellow Dent. Flints, etc. Mostly crop 1914. Write us for particulars.

SIOUX CITY SEED & NURSERY CO.
Sioux City, Iowa

CORN**95-Day Yellow Dent**

Northern Illinois Grown

Germination: 95%
and Better

Immediate Shipment

STOECKER SEED CO.
PEORIA, ILL.

WESTERN SEED & IRRIGATION CO.

WHOLESALE SEED GROWERS

Offer High Test 1914 Seed Corn
YELLOW DENT—HANDPICKED

King of the Earliest \$1.85
Pride of the North 1.85
Reid's Early 1.60
Funk's Early 90 Day 1.75

Samples and special prices for
commercial grade and car-
loads upon request.

FREMONT

NEBRASKA

**Directory
Grass Seed Trade****ATCHISON, KANS.**

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.

Lewis & Chambers, field seeds.
Wood, Stubbs & Co., seedsmen.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imptra.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

Milwaukee Seed Company

WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 872 and 873

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

BLACKKEY White Peas, also Sunflower Seed for Sale. P. L. Zimmermann Co., St. Louis, Mo.

CANE, Black Amber, Cleaned and guaranteed to grow. Local and carlot prices on application. Farmers Grain, Live Stock & Supply Co., Stratton, Neb.

MILLET FOR SALE.

Small car Hog Millet, Common and Siberian to sell. Large or small lots. Good, sound seed corn, 1915 crop, \$1.25 per bushel, shelled. Popcorn, too. Write or wire for samples. Franklin Seed House, Beaver City, Nebraska.

SEEDS FOR SALE.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

MINNESOTA Grown seed Corn, North Dakota grown Brome Grass, Red River Valley Seed Potatoes, D. D. Simmons Company, The Moorhead Seed House, Moorhead, Minn.

SEED CORN—A choice lot of 1915 Reids Yellow Dent Seed Corn, deep grain and well matured, germination test 99%, shelled and graded, sacks free, \$2.50 per bu.; in ear, crated \$3.00 per bu. Will ship on approval. Shady Lane Stock Farm, Jerseyville, Ill.

SEEDS FOR SALE.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn.

Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

RILEY'S FIRE DRIED Seed Corn.

Originators of the World's Famous Boone Co. White and Riley's Favorite. Also Improved Leaming and Reid's Yellow Dent. We have 6,000 bus. high class seed of the above varieties thoroughly dry and well matured. Send direct and get the best.

Marley Riley, Thorntown, Ind.
Successors to James Riley & Son.

Rudy-Patrick Seed Co.

ALFALFA MILLET CANE
KANSAS CITY, MO.

Crawfordsville Seed Co.

CRAWFORDSVILLE, IND.

Mongul and Extra Select Sable Soy Beans for sale.

We have a limited amount of our own raising.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

CAUGHEY, JOSSMAN COMPANY

DETROIT, MICHIGAN

Buyers and Sellers of

GRASS SEEDS

SEED CORN SPECIALISTS

We Grow ALL Varieties in ANY Quantities
WHOLESALE ONLY

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THE J. C. ROBINSON SEED CO.
WATERLOO, NEBR.

CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

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CLOVER AND TIMOTHY SEEDS

Get in touch with us.

SEED OATS

Car load lots and less

ANY VARIETY

GARTON COOPER SEED COMPANY
SUGAR GROVE, ILL.

OUR SPECIALTY

Kentucky Blue Grass Seed

Mo. Grown—Quality Unexcelled

MITCHELHILL SEED CO.

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First issues of our new Weekly Market Letter have made friends and many new readers. Gives summary of news and prices; grains, seeds, provisions. Special weekly clover review. Mailed on request.

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Toledo, Ohio

SWEET CLOVER (biennial—

White and Yellow—hulled and unhulled)

Fancy Red Top
Orchard Grass
Kentucky Blue Grass
Tennessee Millet
Cow Peas
Soy Beans

Write for Samples and Prices Today

WOOD, STUBBS & CO.

(Incorporated)

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EXPORTERS and IMPORTERS
Ask For Prices
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ALFALFA
WARF E. RAPE
WHITE CLOVER
LSYKE
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RED TOP
44-46 Pearl Street
NEW YORK CITY
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DICKINSON'S

Standard Brands of

GRASS
MIXTURES

for Lawns, Golf Courses,
Tennis Courts and
Athletic Fields

MEET REQUIREMENTS
FOR ALL SOILS

Samples and Quotations
on application

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SEED MERCHANTS

Minneapolis

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MINNEAPOLIS
SEED
CO.

DISTRIBUTORS



BRAND
FIELD SEEDS

TIMOTHY and MILLET Our Specialties

THE
ILLINOIS SEED CO.

CHICAGO, ILL.

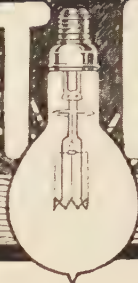
We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

EFFICIENT LIGHTING



*Decreases
the Cost
of Production,
Lessens Spoilage
and Minimizes
the Chances
for
Defective Work*

SPOILAGE!

IN ONE YEAR spoilage cost the American manufacturer \$150,000,000. Census experts figure that 75% of the total spoilage occurred under artificial light. Why? Because the lighting was poor. At least one-quarter of that spoilage could have been avoided by proper lighting.

Cut down *your* spoilage. Now is the time to make your lighting save money for you. But, before you make any change, find out about the new, gas-filled, high-candle-power lamps that give more light, for less money, than any other type of incandescent lamp. The greatest economies in lighting are made possible by

EDISON MAZDA C LAMPS

Made in U. S. A. and Backed by MAZDA Service

EDISON LAMP WORKS

of General Electric Company

HARRISON, N. J.

6028



GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

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Charles S. Clark, Manager.

SUBSCRIPTION RATES

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, APRIL 25, 1916

FOUR MONTHS is not 120 days, and when the carrier limits the time to 120 days shipper must be careful not to wait the full four months before filing claim, else it will be declined solely on the ground of "too late."

ELEVATOR MEN in the Southwest who have experienced much difficulty in inducing bag manufacturers to respect their contracts, are getting together for the purpose of suing for their loss. The bag makers, it seems, have cautiously avoided entering into any iron-clad agreements or contracts with the elevator men, so they will be likely to escape responsibility on the grounds that a ship containing burlap ran into the North Pole last summer and was sunk.

SHIPPERS EVERYWHERE who recognize the need for better shipping conditions, will be pleased to know that a member of the Interstate Commerce Commission, by the name of Clements, has appeared before the House Committee on Interstate and Foreign Commerce, against the Pomerene Bill. Commissioner Clements is supposed to be in the employ of the people as a commissioner, and it seems somewhat peculiar that he should take it upon himself to appear before the house committee in the interests of the railroads. It is time enough shippers should interest themselves in this matter to induce their employes to go back to their allotted work.

ELEVATOR OPERATORS who have ever had any evidence that the lagging on head pulleys in any way increased the fire hazards of their plants will confer a great favor on students of elevator hazards if they will give us the full particulars for publication. The differences of opinion existing on this point justifies careful investigation by elevator owners.

THE CONDITION of the winter wheat crop, according to the last report of the Department of Agriculture, is somewhat pessimistic, but it is some time until harvest, and it is barely possible that much more wheat will be produced in the winter wheat section than is now thought possible, in fact the crop the last two years has greatly exceeded the April estimate of the government.

THE ESTABLISHMENT of carload minimums which will require shippers to load cars so full that inspectors in terminal markets cannot obtain a fair average sample, until the car is unloaded, will work a great hardship upon shippers, and they owe it to themselves to protest vigorously against any proposed minimums which shall prevent or even make difficult the sampling of the contents of each car loaded. The time for shippers to get busy is before the new minimum carload weight rules are promulgated. If the railroads require the loading of cars above a line three feet below the roof, it would insure many cars being tagged "Too full for inspection," and this will necessitate shipper assuming responsibility for the grade of his grain until it reaches unloading elevator, oftentimes several weeks later.

THE POMERENE B/L hearing developed as a reason for the non-action of Chairman Adamson that he was depending on the Interstate Commerce Commission to act. The 100 merchants and lawyers at the hearing exploded this reliance by showing him that the Commission, not being a legislative body, could not enact the law desired; and not being a judicial body, could not reverse the decision of the Supreme Court of the United States holding carriers not responsible for the issuance of Bs/L. At the close of the hearing Chairman Adamson thanked the delegation for their visit and declared he had learned something, and the shippers hope his new knowledge will be translated into action. Twice this bill for the relief of shippers has been passed by the Senate and pigeon-holed by Congressman Adamson, and doubtless he will kill the bill again if the shippers do not bring more influence to bear upon their representatives in the lower house. Congressman Adamson is a railroad attorney and will not permit his committee to report out the bill if he can prevent it. Shippers who are willing to work a little for their own interests should get busy quick.

FIRES IN grain elevators reported in this number show that 10 houses have been destroyed and 5 damaged. Of course many of these fires could have been prevented, and would have been prevented, had the owners taken every precaution to prevent fires being started in their property. It is to be regretted that a known cause was not reported in any of the 15 fires. When property owners make more of an effort to determine the cause of each fire, they will assist their brother dealers in preventing other fires being started by the same cause.

THE HIGH PRICE of bags prevailing on the Pacific Coast has aroused much interest in the construction and operation of bulk handling facilities. The Sacramento Valley Improvement Ass'n has started a well planned agitation for the erection of grain elevators in the grain growing territory of that section. The demand for bulk handling facilities at some country stations is so outspoken that private enterprise has in at least one case provided an elevator to handle the grain of all comers in bulk. It has long been the practice at many stations on the Pacific Coast, for growers to accumulate their grain at the station and hold it until a favorable market, then sell it all at once and permit the buyer to move it as suited his own convenience. With the coming of bulk handling facilities no doubt many growers will dispose of their grain as they deliver it.

THE FREIGHT TRAFFIC managers of the western railroads have their hearts so firmly set on docking claims for loss in transit, to allow for so-called "natural shrinkage," that they stubbornly refuse to give up the fight. Time and again judges, juries and the railroad officials themselves have been convinced completely of the injustice of trying to fix shrinkage by rule. It is as impossible as trying to fix the weather by rule. If the carriers are not satisfied that the scales at point of origin or destination are correct, then it is up to them to require elevator men operating the facilities to prove their accuracy. It is not fair to dock shippers of old, well seasoned grain for shrinkage, because some shipments of new grain have been delayed in transit until they did shrink. The railroads are absolutely illogical in their natural shrinkage contention, and their position is not tenable. Inasmuch as the courts have decided against them in nearly every case brought to their attention, shippers have little to fear from natural shrinkage, unless their own lethargy keeps them from fighting the proposed exaction. If the railroads are permitted to take 1/8 or 1/4 of 1% of shippers grain without pay, they will soon want 1/2 of 10% and will have just as good reason for demanding it as the smaller amount.

IN PITTSBURGH it has been the custom for receivers to inspect cars loaded with grain regardless of whether the Bs/L were endorsed "Inspection permitted." A few weeks ago a Pittsburgh receiver inspecting a car of middlings found them not up to sample, refused the shipment and bot another car with the understanding that the shipper pay the \$7 demurrage. The receiver made draft for the demurrage and it was paid by the shipper who promptly filed a claim against the railroad company alleging that the B/L did not allow inspection. As all the Pittsburgh receivers are under bond to protect the railroad from damages by their handling of documents, the railroad company turned the claim over to the receiver for payment. Pittsburgh receivers feel that this instance shows the clause "Inspection permitted" should be endorsed on every B/L.

BETTER CARS are being supplied by the railroads of the southwest to grain shippers, or else the grain shippers are exercising greater care in cooping their cars, because the report of Chief Weighmaster Goodwin of the Kansas City Board of Trade for the past three months shows that while 27,329 cars were inspected, only 1,494 of these cars were found to be leaking. During the same period of 1915 16,901 cars were inspected, yet 1,102 were found to be leaking. During the same period of 1914 the condition was even worse. Out of 15,533 cars inspected, 1,540 were found to be leaking. If this rapid improvement in the condition of cars and the resulting reduction in the leaks could be kept up for a few years, grain would soon be transported in box cars without loss, and both shippers and railroads would work a great economy in their business.

EXCHANGES, by their rules, have sought to reserve for their own members the value of the certificate of membership of a bankrupt member. The provision in the rules that a membership could not be transferred while claims of members remained unsatisfied gave members dealing with the bankrupt a preference compared with outsiders, and members have been more ready to credit another member knowing their claim, if any should accrue, would be satisfied from the proceeds of the sale of his certificate. These rules now are set aside in a decision by Judge Geiger in the federal court at Milwaukee Apr. 17, holding that the membership of Chas. F. Glavin in the Chicago Board of Trade, valued at \$4,000, becomes the property of the trustee in bankruptcy, who must be recognized by the Board as the owner, and its value distributed to the general creditors as other assets. While this ruling diminishes the value of membership as security to fellow members, it will extend more protection to the outsider.

SPRING HAS brot to many elevator men the desire to have more sightly surroundings. Some are planting shade trees and others are indulging their longing for a decorative landscape by sodding the lot about their office and establishing flower beds. The Clifton Elvtr. Co., at Clifton, Tex., has cleared the grounds about its plant of all rubbish, planted shade trees and sown grass. H. G. Loonan of Farragut, Ia., has removed all the rubbish, smoothed the ground and set out flowers, so that he and his customers will be surrounded with a more pleasing landscape. The grain dealer spends most of his daylight hours at the elevator, and he is entitled to pleasant surroundings. There is no excuse for the grain elevator being generally accepted as the proper place for barrel hoops, broken boxes, bottles, rocks and weeds, join in the work of making the elevator attractive.

GOVERNMENT INTERFERENCE with private enterprise has broken out in a new spot. The bill creating the proposed shipping board empowers that body to fix the rates of freight to be charged by all vessels engaged in foreign and domestic commerce. If the fixed rate were below the cost of the service the ships would quit the American trade and ply in other parts of the world. If the rate were above the cost, shippers would pay themselves a rebate by purchase of interest in the vessels, so that in any event the regulation would be futile; yet the House Com'te of Merchant Marine is seriously considering this dangerous proposition, and the ship owners have risen in strenuous opposition. What the United States needs is legislation which will foster and encourage the building of a merchant marine, not rules and regulations which will prevent American vessel owners competing with the many subsidized vessels sailing under foreign flags.

THE HYSTERICAL EFFORTS being put forth by the Federal Trade Commission to obtain the confidence and win the support of the business men of the country is not likely to receive a more cordial reception than the previous efforts of the commission to learn what the business men are doing. Business has been interfered with and handicapped by politicians so much during recent years that the average business man does not feel like giving them any more information, because past experience has shown that their desire for regulation or "amelioration" of business conditions is prompted solely by a determination to provide more soft berths for political workers. The business men of the country can get along very well without any assistance (?) from predatory politicians. The reason so many ex-business men are in the political game is that they were not content to devote their time and energies to the interests of their business, so they have found politics more profitable.

WHEAT SCREENINGS are in ever increasing demand, and the prevailing prices would seem to be high enough to justify every country elevator man cleaning his grain thoroly and keeping the screenings at home until he has a carload. Then he can obtain real money for the screenings, as well as obtain a higher price for the clean wheat he ships.

THE WARNING sounded by Pres. Milligan at the Cedar Rapids convention against overbuilding at country stations must be heeded by grain dealers who are desirous of realizing a living profit from the business. Each year many elevators are wrecked because someone did not recognize that a station had ample facilities to handle the grain offered for shipment. This same warning has been sounded by many speakers at recent conventions, but it will be necessary for dealers to do more investigating, that they may be convinced of the folly of building or enlarging facilities at a station in excess of its needs. Invariably such surplus handling capacity results in cut-throat competition and the destruction of what value there may be in elevator property at a station. The man who starts out with the announced intention of driving an established competitor out of business invariably finds the task much greater than he contemplated, and, as a rule, all lose heavily by the fight, without bringing any permanent benefit to anyone.

GRAIN DEALERS have repeatedly petitioned railroad companies to adopt some means for guarding S/O Bs/L, so as to reduce the trade's losses to forged Bs/L, but the railroads have persistently neglected and refused to do anything. They are ever alert for an opportunity to protect vigilantly their own treasury, but when it comes to protecting the interests of those who handle Bs/L they are perfectly content to let things alone, and to exercise every influence they can bring to bear to prevent the enactment of laws which shall make them responsible for their Bs/L or insure their taking steps to prevent their being misused by dishonest tricksters. Recent forgeries of Bs/L by a well known Texas shipper, who has always borne a good reputation, again calls to mind the necessity of surrounding S/O Bs/L with some protection. If the carriers are required to guarantee their S/O B/L they will be numbered consecutively, the station printed and the station dating stamp, as well as the signature of the station agent in ink, used in filling in the form before it is permitted to go out of the station agent's office, and, what is more, the agent will see to it that the carrier is in possession of the property before the B/L is issued. The demands of the shipping public for this protection would not prove burdensome to the carrier, and no tenable reason has been advanced for carriers refusing to give the protection needed for this class of Bs/L.

FOUR ACCIDENTS are reported in this number. Three of them happened in Indiana, and each one was traceable directly to a preventable cause. A Delphi fell into a deep bin and came near being suffocated. Another Hoosier's clothes were caught on a line shaft and he came near being dashed to eternity, while a New Albany man suffered a serious injury to his spine, by slipping on the snow on the platform beside elevator and striking edge of the car. It is fortunate that each of the Indiana men escaped with his life, and most certain that each will take extreme precaution to prevent a repetition of the accident whereby he suffered. Where elevator bins are not completely covered, runways should be enclosed by railing, so that it will not be easy for a stranger to fall into a bin, even tho he experiences difficulty in finding his way about the cupola on a dark day. The Illinois elevator man who lost his life by being caught on a set screw, will not have died in vain if other men in the trade will profit by his experience and place collars about set screws or have them counter-sunk.

ELEVATOR MEN who store the grain of others and issue a ticket to the man who delivers it to the elevator need to keep on guard, lest they unintentionally assume responsibility for the grain in case of fire, flood or an attack by weevil. An Iowa attorney was presented with so many problems covering storing grain that he presented at the meeting in Cedar Rapids recently an able address on grain storage and purchase tickets, which is published on pages 634 and 635, this number. Dealers who are desirous of learning their position in the matter should study carefully the different decisions and the forms given. The greatest trouble is that many of the forms now being used by the trade are so indefinite that the elevator man often assumes responsibility for the grain without intending to do so. If you are storing grain for farmers, send us the form of ticket you use, and tell us of any difficulties you have encountered, but first of all read carefully the address of Mr. Cox, bearing on grain storage and purchase contracts.

NORTH DAKOTA senators seem to be possessed of an uncontrollable desire to throw needless restrictions and prohibitions about the business of elevator and warehousemen, and Senator McCumber still charges elevator men with misgrading receipts, because they load out more No. 2 than they receive. Following their well established practice, Senator Gronna recently objected to "wheat, barley and other grains and seeds" being added to the bill providing for the storing in bonded warehouses of imported garbanzo, notwithstanding this phrase had been added to the house bill by the Senate Finance Committee at the request of the treasury department. The deep-seated narrow prejudice of the two senators from North Dakota against anything and everything that is designed to encourage or assist the elevator man or warehouseman is really pitiful. The two senators have been in public life long enough to begin to broaden out a little, and to appreciate that anything which is in the interest of men who handle the products of their constituents is not necessarily against the interests of their constituents.

Not Over-Organized, but Mis-Organized.

Some lines of business are suffering from over-organization, that is, some sections of the business or trade have organizations overlapping one another, so that they are really tramping on one another's toes and interfering with the efficiency of all association work. The Associated Advertising Clubs of the World have begun to recognize this condition, and have started a move which is designed to make the promotion of association work more purposeful than an annual junket. Statistics have been compiled by the Federal Trade Commission showing that of the 250,000 industrial and trade corporations of this country, over 100,000 have no net income. Just as in the grain trade, the profits of these corporations are wiped out by bullheaded, unintelligent competition, which has ground down prices until there is no profits left for anyone.

The champions of trade organizations are beginning to recognize that the overlapping of memberships and the overlapping of fields of labor by different trade associations cannot help but result in much friction and wasted energy. All the organizations of any trade or business should co-operate for the promotion of the common good of that line of industry. It is better for each line of trade that its associations be affiliated, and that all those engaged in each branch of the trade be members of one organization. Where members of a national organization are persistently solicited to support many subsidiary associations, the weaker firms are prompted to refuse to join any because they do not feel they can afford to join all. When all firms engaged in any line of trade are members of the association serving their branch of the business, they will take an active interest in the affairs of that organization and help to make it more purposeful, because its work will be more representative of all those engaged in that branch of the business.

When the Grain Dealers National Ass'n changed its constitution and transferred its country members, who held direct membership, to the state and local associations, it was with the distinct understanding that it should not thereafter solicit memberships from country shippers, and the state and local associations agreed to confine their membership to operators of country elevators. Each of the state associations at that time transferred their receiver members to the National Association. By degrees the state and local associations have added a great many receivers to their membership roll, and thereby discouraged many receivers from joining any trade association, because of the great tax on their exchequers. No doubt the state and local associations would resent any efforts on the part of the National to obtain members among the country elevator men. In

fairness to the members as well as to the association, the National and the state and local associations should once again divide up their members and make a new attempt to confine their direct memberships to their allotted class, to the end that the trade of the territory covered may be organized more intensively and more effectively. Surely it will result in stronger associations and more helpful work.

THE GRAIN GRADES Act, which has received the support of most of the grain trade organizations, is being held up more by the press of international affairs and preparation legislation than by any opposition being waged to it, but if the trade is determined to have this act placed on the statute books at the present session, it will take considerable earnest work to induce Congress to act.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

L. S. M. S. 69586 passed thru Ligonier, Ind., Apr. 22, eastbound, leaking wheat over trucks.—Farmers Elvtr. Co.

M. & N. E. 1130 passed thru Superior, Neb., Apr. 21, via Burlington R. R., leaking grain thru grain door and loose siding of car. Called conductor's attention to it and he said he would stop at next station and repair it.—E. Bossemeyer, Jr., of Bossemeyer Bros.

M. C. 46317 was set out at Vermont, Ill., Apr. 21, leaking corn over trucks. Repaired by company on same date.—Bader & Co.

C. & A. 15102 passed thru Alma, Mo., Apr. 18, eastbound, leaking wheat on side near doorpost.—Horstman & Weisbrodt.

N. Y. C. 243821 passed thru Urbana, Ind., via the Big Four R. R., southbound, Apr. 15, leaking rye badly.—Kinsey Bros., North Manchester.

Soo 6380 loaded with wheat, at Paynesville, Minn., Apr. 11, had drawbar pulled out. Contents was transferred into Soo 16744. There were 53 sacks of wheat picked up from track.—Agt. Cargill Elvtr. Co.

Coming Conventions.

May 2, 3, 4.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

May 23-24.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

May 26, 27.—Texas Grain Dealers' Ass'n at Fort Worth.

May 25, 27.—National Ass'n of Managers of Farmers' Elvtr. Companies at Kansas City, Mo.

June 7-8.—Iowa Seed Dealers Ass'n at Des Moines.

June 20-22.—The American Seed Trade Ass'n at Chicago.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Shortages En Route to Omaha?

Grain Dealers Journal: For some reason I have a large shortage on my cars of wheat and corn in Omaha. I know that I do not make a mistake on every car loaded here, but they have fallen short from 10 to as high as 70 bus. I would like to ask my brother dealers to let me know thru these columns whether or not they have such shortages on their shipments.—W. B. Essick, South Bend, Neb.

Error in Rate Quotation.

Grain Dealers Journal: A rate of 18 cents was made us in the fall of 1914 by W. H. Ward, chief of the tariff department of the C., I. & S., on several cars of oats shipped from Dunn, Ind., to Nashville. Later we were informed that the rate quoted applied from Kentland, only, and Dunn, being an intermediate point it could not be made to apply to Dunn.

We are anxious to take this up with some higher authority before settling the claim with the railroad company for \$150.—W. F. Starz & Co., Fowler, Ind.

Ans.: After getting the correct rate by writing to the rate clerk of the Interstate Commerce Commission at Washington, D. C., on the kind of grain shipped on the day loaded, take the matter up with the traffic manager of the originating road. If the rate clerk quotes the higher rate, do not give up, but write again to the Interstate Commerce Commission to learn if the rate clerk has not made some error. Also, the secretary of the Indiana Public Utilities Commission should be requested to quote the rate, as the Commission may have the tariffs on file.

Protecting Seed Corn from Weevil?

Grain Dealers Journal: What is the method used by the seed trade to protect seed corn from weevil? From the present outlook we are going to carry over some of our higher priced seed corn. What shall we do with it to take care of it?—James L. Admire, Antlers, Okla.

Ans.: We always have the same trouble as soon as warm weather comes, from weevils getting into seed corn. We do not know of a very effective remedy, but believe that formaldehyde is the best remedy to apply in case of weevils. We are using this in treating cow peas. We could not say whether this treatment of corn will affect the germination power.

It is almost impossible down in our southern climate to keep corn or cow peas in the summer without the weevils getting into them.—Barteldes Seed Co., Oklahoma City, Okla.

Ans.: Weevil can be kept out of corn by keeping the corn in a tight container, such as a metal tank, tightly sealed; but usually when placed in the container there are eggs of the weevil, which later hatch out and eat the grain, so that treatment with poison gas is advisable, to be repeated as additional eggs hatch.

The poison gas may be bisulfid of carbon, or hydrocyanic acid gas. The bisulfid of carbon, which is generally used, is poured on top of the corn in the bin or tank, and evaporates, the gas sinking down thru the mass and killing the insects. As this gas, when mixed with air is highly inflammable and explosive, all lights and fire should be kept away until after the bin has been thoroly aired.

Flexible Loading Spouts?

Grain Dealers Journal: Are flexible loading spouts a success? What size loading spout from top of elevator to outside of building is best?—C. W. Carlton, Chippewa Lake, O.

Ans.: More flexible loading spouts are used for loading grain from elevators to cars than any other kind. They are attached on the outside of the building to the well casing, which carries the grain from the elevator cupola down to about 4 feet above the top of the car.

Thru the use of a flexible loading spout the shipper can divert the stream of grain to almost any place in the car, providing the elevator is high enough so that he can load by gravity without shoveling. If the elevator head is not more than 40 ft. above the car roof it is doubtful if the force of the fall will throw the grain to every part of the car without shoveling. The labor of shoveling can be avoided by installing a power car loader, when a flexible spout will not be needed.

Recovery for Shortage?

Grain Dealers Journal: I loaded out a car of rye over hopper scales and on arrival at Galveston it was short 20 bus. I filed claim with the Rock Island, including car condition report of the railroad inspector at destination having a penciled notation, "Leaky Side"; but the papers were returned to me with a statement that "Our records of the above car show it was in good mechanical condition at all times, no leakage being noted and with seals intact." I weighed this car carefully and made record of each draft and feel I should be paid for the amount that leaked out.—F. P. Hawthorne, McPherson, Kan.

Ans.: On having their attention called to the Galveston car report, showing that the car had a leaky side, the Rock Island claim dept. writes: "If this is a fact and that car was actually leaking at destination, we, of course, will be in a position to honor this claim. On return of all papers we will advise definitely what we can offer in settlement of this claim."

Delay at Shipper's Risk on Inspection "Subject to Approval."

Grain Dealers Journal: Referring to the complaint in the Journal Mar. 25, page 458, by Lars Aggergard on docking a car of corn after holding 40 days we would state that this car was shipped to us to be sold on consignment and while in transit the shipper called us up and sold us the car, representing it to be good 5 yellow corn. The car reached Willmar, which is an outlying sample station for the Minneapolis Inspection Board, and on the sample taken there was graded 5 yellow with the records showing notation, "No bottom ends, grade subject to approval."

We advised Mr. Aggergard that his car had reached Willmar, grading 5 yellow, and as such was acceptable on contract, at the same time ordering the car in here to local industry. The car reached the local elevator after considerable delay, due to car congestion, and was set for unloading. Unloading was commenced and about ten tons in the center of the car unloaded into the house, but when the shovels reached the ends of the car, both ends were found to be plugged with snow and ice. The elevator refused to accept this snow and ice mixture as 5 yellow corn. We therefore accepted on contract without discount from Mr. Aggergard the corn that had been unloaded and sold the balance of the car for his account at the best price obtainable on the open market.

In order to insure Mr. Aggergard of impartial and correct service on this car

we had the balance of the car sampled by bonded sampler, tested by the official Chamber of Commerce sampler and again when the car reached the second unloading point had the State Inspectors give it a new inspection. All of these confirmed our findings of snow and ice plugged in each end.

Mr. Aggergard is overdrawn on his shipment, according to final results, and it may be necessary to take the case to arbitration or perhaps to the courts to obtain final settlement.—Benson-Newhouse-Stabeck Co., Minneapolis, Minn.

Could Storage Charge Be Made Uniform?

Grain Dealers Journal: Last year about this time our neighboring dealers adopted, published and sent copies of a uniform storage rate, to the Illinois Public Utilities Commission. It was found satisfactory and we worked on that basis for several months.

After several months the Utilities Commission sent us report blanks about our business, to be filled out. Some dealers never got them and others declared they threw the blanks in the waste basket.

Several dealers extended the free time over the limit we had set. Others made the free time longer and refused to store at all after 60 days.

Now the Utilities Commission requests us to make out a blank and send it to them, within 5 days, showing the rate. As the final results were so unsatisfactory we do not know how we can establish any uniformity.

It seems to us the only way to cure this storage evil would be to have a law providing what all elevator men should charge providing they are all in the same class.

No storage, of course, would be preferable, but the farmers do not like that even tho it would often be the means of making money for them.

Storage is worth a fee to any man and so long as the rate is reasonable to all concerned it seems to be the best thing to do but to make the man who charges storage toe the scratch and live up to all kinds of red tape and then let his competitor store free and take chances on the market does not look good to me and certainly would not tend to make a safer storage system for the farmer.

Free and unlimited storage may look good to the farmer but it is not practiced by them where they control their own elevators, showing they are afraid of the risk. Why should they ask it of the independent dealer and then run the risk of losing all by the failure of the dealer?—Illinois Dealer.

Ans.: Superficially considered storage in the country elevator may be a convenience and service to the farmer, but a careful study will show such storage to be a detriment to the farmer.

Storage as a commercial proposition pays only when the space can be rented out all the time. To have a warehouse stand empty an entire season or the greater part of each year wipes out the profit of a good season. Weather, crops and markets are so fluctuating that no country elevator man is able to keep his house full of grain all the time. The greater his investment in unused storage space the greater his loss. Consequently, elevators are built with no more capacity than necessary to keep the different grades and kinds of grain separate, a house of 15,000 bus. capacity handling 300,000 bus. in the year, being filled and emptied 20 times in the season. Accordingly wealthy grain dealers of experience do not invest their surplus funds in storage at country points, as do some local millers.

From an economic standpoint grain should be stored on the farm where grown, before any handling has added to the investment, to be hauled to market when roads are good and prices right. Many of the large wheat growers in the Northwest have found this to be true and in recent years have built large grain elevators on the farm.

Instead of storing with the country dealer the farmer would be a thousand times better off if he would sell his grain as soon as he harvested it and get paid for all the moisture. If he is convinced that the grain will be worth more the following May, then he could buy the future. The weevil will not damage the grain represented by his option, fire will not burn it and thieves will not steal it. If when May comes around the market is away up, he can sell his option and realize more from the option than he would had he held the cash grain.

When farmers have hauled 100,000 bus. of wheat or oats to a country elevator of 15,000 bus. capacity to be stored the dealer ships out the grain and buys the future delivery in the terminal market. If the dealer does not hedge because he believes the future is too high the farmer simply has given the dealer an opportunity to speculate with the farmer's grain.

As the interests of the farmer are opposed to storage every effort should be made to discourage the practice; and if the Illinois Public Utilities Commission will enforce annoying and burdensome regulations on those who store, that will induce them to give up the practice the Commission should be praised.

A law providing that all elevator men should charge the same uniform price for storage could not be enacted. The most that could be done would be to establish a limit to prevent extortion, but an individual dealer would still have the privilege of making a less charge, provided he charged each customer at the same rate.

Storing grain has made so much trouble for country elevator men that the wonder is they store grain for farmers at any price, in any state. Every self-respecting grain dealer will resent the meddling interference of the Public Utilities Commission, but he cannot help himself if he decides to store grain of different owners for a compensation. The thing for the elevator man to do is simply to tell the farmer that he has not room to store his grain. One dealer some time ago built a

number of small sized steel storage tanks not far from his elevator and rented the tank outright to the farmer. This gave him complete control of his own elevator and enabled him to use all of his bins and his handling facilities for handling his own grain. He sold some of the tanks to farmers and thus encouraged them to store at home.

Want Car Condition Reports.

Grain Dealers Journal: Many of our members think we should have better inspection at Minneapolis and Duluth of cars loaded with grain on arrival. They claim it is quite seldom that there is a notation on weight certificate from either of these points advising car leaking on arrival, but a good many cars show loss in transit. They further state that a number of cars go to Chicago, Peoria and St. Louis, with less trouble in this respect, indicating a better system of inspecting and reporting to the shipper.

We are investigating this for a remedy, which recalls to my mind that I have seen in the Grain Dealers Journal at times reports of leaky or exposed grain cars in transit, with initial and number, reports being made by anyone seeing the car moving or arriving in bad condition, so that the owner of the grain shipping the car would likely become acquainted with the fact so he would have something upon which to base a claim and an argument for a remedy.

Please let us know what is being done in this matter.—H. N. Stockett, Sec'y Northwestern Grain Dealers Ass'n, Great Falls, Mont.

Ans.: The rule of the Minnesota State Railroad and Warehouse Commission provides that the state weighers (who weigh grain arriving at the terminal markets) shall "Examine each car very carefully before it is unloaded, and if found to be in a leaky or bad order condition make notations of same in weight record book and in remark column of daily report; also

make a special bad order report on blank provided for that purpose."

Leaky car condition reports made under the foregoing rule by the state weighmaster at Minneapolis are available to shippers who desire to make claim against the carrier. These weighmaster's reports were endorsed as good evidence by the Minnesota Supreme Court when the St. Anthony & Dakota Elevator Co. got judgment against the Great Northern Railroad Co. for shortage.

It is unfair to the Minneapolis weighmen to assume that they are neglecting their duty because they can not find the evidence of leakage in every case, and the Minneapolis system, if enforced, is probably as good as any.

The practice of some railroad companies of cooperating a leaking car in transit, removing the evidence of leakage that otherwise would be apparent on arrival, makes it more difficult for the weighmen at terminals to discover prior bad order.

AMERICAN BREADSTUFFS EXPORTS, which broke all records the first year of the European war, have declined steadily in recent months. In February foodstuffs shipments reached the value of only \$38,700,000 against \$64,000,000 the corresponding month last year. Breadstuffs exports during the last eight months totaled \$266,500,000, compared with \$358,250,000 for the corresponding period of the year before.

A NATION-WIDE FOTOGRAFIC CONTEST in the interest of the "Good Roads Everywhere" movement with cash prizes of \$2,600 open to everybody, has been announced by the National Highways Association at Washington, D. C. It is proposed to gather a complete picture of the good and bad road problem as it exists in every section of the country, for the purpose of aiding in a scientific location of a correct national system of roads, and the ass'n wants fotografs showing not only how bad roads are, and how good they can be made, but also what it means to the welfare of every man to have good roads.



The Keeper Must Get Meat for His Animals or Be Fired.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Do You Enjoy Loading Dusty Grain?

Grain Dealers Journal: A word in favor of the agitation for doors in grain car roofs. We believe that we are safe in saying that every man who has scooped grain in a dusty car, while loading, will heartily endorse this movement. So many of the country elevators, equipped with gravity loaders must employ an extra man for loading their cars. We see no reason why these doors could not be made water tight and the saving in loading expenses, together with the protection of the health of elevator men would repay the trouble of installing these doors. It looks like the man who would oppose this move has private interests or has never loaded a car with a grain spout blowing dust into his eyes and throat.—C. R. Traut, Agt. Nebr.-Iowa Grain Co., Harvard, Nebr.

Greatest Objection to Roof Doors Overlooked.

Grain Dealers Journal: I have noticed various letters in the Journal favoring doors in the roofs of cars. The greatest objection to such doors seems to be overlooked. The idea seems to be that with doors in the roof, the cars can be loaded full. This is just what the shipper should avoid.

When a car is loaded full or even nearly full, a notation is made on the certificate of inspection, viz., "loaded too full for thoro inspection." Any car having this notation on the certificate of inspection gives the buyer the right to call for reinspection when the car is unloaded, no matter how long that may be after it is bought, and compels the shipper to guarantee the grade until it is unloaded.

It often happens that grain arrives in good condition, and if unloaded in a reasonable time, remains so, but if let stand a week or two (I have known cars to stand three weeks), the grain gets hot, and when reinspected, goes no grade. When the notation "loaded too full for inspection" is on the certificate, the shipper is compelled to stand the difference in price, or take the car back. I have had this experience on cars that were not unloaded for three weeks after sale, and was obliged to stand the dock. If the car is not loaded so full the shipper is safe at 11 a. m. next day after sale.

From a buyer's standpoint it is a great thing to have doors in the roofs of cars, but from a shipper's standpoint it is a foolish thing, and will cost the shippers a good deal, if we get them. Every time the market breaks cars will be reinspected by the scores, and the shippers will be the sufferers.—H. G. Smith, Triumph, Ill.

Why Boost for Doors in Roofs of Cars?

Grain Dealers Journal: Some of the reasons why dealers should boost for doors in the roof or port holes in the sides of grain cars are:

It would save \$1 on every car loaded.

It would save \$50 every month, because the dealer would not need a helper.

It would save the dealer's health, because he would not have to get into the car and by shoveling grain inhale a lot of poison dust.

It would save time and energy.

Anybody knows better than to load a car to the roof; and if he does not he ought to get out of the grain business. The saving of \$70 per month ought to look good to any grain man. We all know it takes power to run a power loader, and as the price of gasoline is going up every day all of us should boost for this reform.

The North Dakota gentleman is right. We should have had the holes in the roof 30 years ago, thereby saving all this metal that has been put into power loaders to make bullets out of so we could hold off Villa if he tries to capture this country.—Percy Reed, Ada, Kan.

Does Not Fear Trouble from Use of Car Roof Doors.

Grain Dealers Journal: I am one among those who favor the loading door on the top of the grain car, and will say that I would have no fear of overloading a car by loading from the top. I weigh my grain as it goes into the car and know when I have a 50, 60, 80 or 100 capacity car loaded, and, therefore, to those who think that they could not get into the car to grade it, I would say that the car would not necessarily be fuller than if loaded thru a side door.

I have loaded many cars of grain with the car loader and with the gravity spout in at the door, and I have always found that if the car was loaded too near the minimum, there would always be more or less shoveling to do. In my opinion, the doors in car roofs would do away with shoveling entirely. The spout I have on my elevator could be as easily put into a door on the top as one on the side, and I think with less work, as to put it thru the side door, and then have to fasten it to the roof of the car, is hard and heavy work.

I would have no fear of the grain getting wet, at least not enough to hurt any. The doors could be put in close to the running board, so that there would be but little space for rain to fall where it could leak into the car.—W. B. Essick, South Bend, Neb.

Roof Doors Would Become Warped and Loose.

Grain Dealers Journal: In reference to additional opening in roof of box cars for grain loading, which I note is being agitated in the Journal by some shippers, will say that the idea in building grain cars as they are is that they may do the greatest practical good for the greatest number. I am aware that some shippers at country points have not the same facilities used at terminal markets for loading grain, this being due in a large measure to lack of height in their elevators, consequently there is not the same impetus given to grain when it reaches the car. This, however, is their misfortune, but

as an offset to this lack of height there could be installed the patent grain loader which gives good results.

From the weigher's viewpoint I think the fewer the openings in a car the better, and we note a tendency on the part of some lines to eliminate end windows, as they only create an extra hazard. This we know to be a fact, as we have considerable correspondence incident to whether an end door is fastened or cleated from the inside when found unsealed. The principal objection to roof door would be that it would become warped and loose, leaving a chance for snow and rain to beat in. Then again there would be the chance to leave it unlatched while car is carrying other merchandise and the car arrives minus door. On the whole I would say that this change would not be for the general good, and while it might benefit some it would be detrimental in other ways.—Yours truly, John Dower, Supervisor of Weights, St. Louis, Mo.

Lagged Pulley Develops Heat Quicker.

Grain Dealers Journal: The surprising thing about the discussion on lagged head pulleys in the Journal Apr. 10 is the fact that elevator builders and operators differ so among themselves. Given the same construction and the same conditions of operation one would imagine that any two reasonable minds would reach the same conclusion.

It must be admitted without argument, that the lagging of an iron pulley, either with cotton or rubber belting, reduces the chance of friction between the head pulley and the elevator belt, since it increases the grip of the pulley on the belt. However, in case of a choke, if the head pulley continues to revolve, the resulting friction is much more severe with the lagged pulley than with the plain iron pulley and heat is developed much quicker. I know this to be a fact because it was repeatedly demonstrated in tests run for and paid for by the Michigan Millers Mutual Fire Insurance Co., of Lansing, Mich., under the supervision of Fred J. Postel, consulting engineer, Chicago, in 1910. Details of these tests are on file in this office, and a summary of the tests was published in the Quarterly Bulletin of the National Fire Protection Ass'n of October, 1911.

As an underwriter, I would have no objection to the lagging of the surface of an iron pulley with rubber belting, if I could know that no slippage would ever occur in case of severe choke-up; that is, that one of the driving connections would break before slippage occurred. As a matter of fact, I have never been convinced on this point, hence I am vigorously opposed to the use of lagging.

It is not necessary for me to add my condemnation of the wood pulley in an elevator head to that of the others who have discussed it. The wood pulley seems literally to have "no friends at court."

G. L. Godfrey, of Enid, Okla., raises an interesting point in opposition to the slanting of the strut board to the back or down leg, and I would like to hear from others who are experienced in the elevation and cleaning of corn. I would say unhesitatingly that the strut boards in elevators handling fine grains or manufactured stock, should slant to the down leg; but I am not so sure about elevators handling corn on account of the occasional shucks. More light on this

subject would be appreciated.—L. H. Baker, asst. sec'y. Michigan Millers Mutual Fire Ins. Co., Lansing, Mich.

Smooth Pulley Safest.

Grain Dealers Journal: When doctors disagree, as they do in the case of lagged pulleys, what can the layman say that will add any weight to the discussion or help to bring a right solution? Personally I think the smooth iron pulley with a crown is the safest thing to be used in the head.

As to the best way to hopper the strut board, I am a down legger, and believe that the best practice favors that construction.—M. A. Reynolds, sec'y Millers National Ins. Co., Chicago, Ill.

Lagging Pulleys.

Grain Dealers Journal: While glancing over the Handbook of Calculations by Hawkins recently I came across a paragraph on page 300 which might interest the Fire Prevention Bureau. The Hawkins handbook is an authority which gives the statement all the more value. The paragraph reads:

"To obtain the greatest amount of power from belts the pulleys should be covered with leather; this will allow the belts to run very slack and give 25% more wear."

One argument in favor of an unlagged pulley is to buy a larger pulley if it seems that lagging is necessary. This also is wrong as it is not the amount of contact surface between belt and pulley which provides an even, steady pull so much as the arc of the belt as it passes over the drive pulley.—A.

Elevated 144,000 Bus. in Eight Hours

Grain Dealers Journal: We have read with interest a letter from the Grand Trunk Pacific Elevator Co. giving a record of the amount of grain handled through its house within a certain specified time. We believe you will be interested in knowing some of the work that has been done by our marine leg which Jas. Stewart & Co. installed a few years ago.

We find that the largest amount of wheat unloaded from boats in any one month at the Frontier Elevator is 4,013,362 bus., which we took in during the month of November, 1915. We could have easily handled 500,000 bus. more had there been less loss of time waiting for cargoes to arrive.

The best day's work was accomplished on the 18th of June, 1914. On that day we started to unload the steamer A. E. Stewart at 7 a. m. and completed her at 11:20 p. m. The actual time of unloading was therefore thirteen hours and twenty minutes. Her cargo was 200,092 bus. The average amount elevated per hour was almost exactly 15,000 bus., and we had three clean-ups of the cargo during these thirteen hours and twenty minutes. In other words, there was a considerable time when the leg was not working.

We, of course, make faster time when unloading the larger type of steamers; for instance, on the 14th of Sept., 1914, we elevated from the steamer Congeon 144,000 bus. in eight hours, or 18,000 bus. per hour, and on the 8th of October, 1914, we elevated from the steamer Earling 185,700 bus. in eleven and a half hours, or at the rate of 16,000 bus. per

hour, for a longer period and a larger quantity.—Frontier Elevator & Mill Co., Buffalo, N. Y.

Opposed to Lagging; Pitch Strut Board to Down Leg.

Grain Dealers Journal: The practice of lagging the pulleys has for some time been forbidden by the Mill Owners Mutual Fire Insurance Co., and the use of lagging in such cases is no doubt for reason of the fact that the pulley was not of sufficient diameter properly to care for the work it had to do. So, we prohibit lagging of pulleys in risks on which we are interested and have good reasons for so doing.

We might mention that tests have been made by the laboratories of Chicago and entirely satisfy the millers insurance companies that either rubber or leather lagging on metal pulley is dangerous. A fire starts quicker when the belt slips on a rubber or leather lagged pulley than in the case of a pulley with no lagging.

There is considerable difference of opinion with regard to the strut board, but we believe the most experienced men are agreed that it is best to have the strut board pitched at least 45 degrees and to the down spout. There will always be a difference of opinion in regard to such matters, but as above stated, the Mill Owners Mutual Fire Insurance Co. will not continue on a risk where the pulleys are enlarged by rubber or leather lagging.—J. G. Sharp, sec'y Mill Owners Mutual Fire Ins. Co., Des Moines, Ia.

A "Preparedness" Advocate.

Grain Dealers Journal: It seems that a brother grain man up in North Dakota is in a bad way on account of buying mortgaged grain. "Preparedness," I believe is the best remedy for this evil. I have plastered my driveways with notices informing "spongers" what I do. Charging a good round commission will get the farmers' business. Posting signs saves arguments and some worry. Collectors as a class don't help draw much business to a grain office. Honest patrons should not be required to pay a collector's grocery bills.

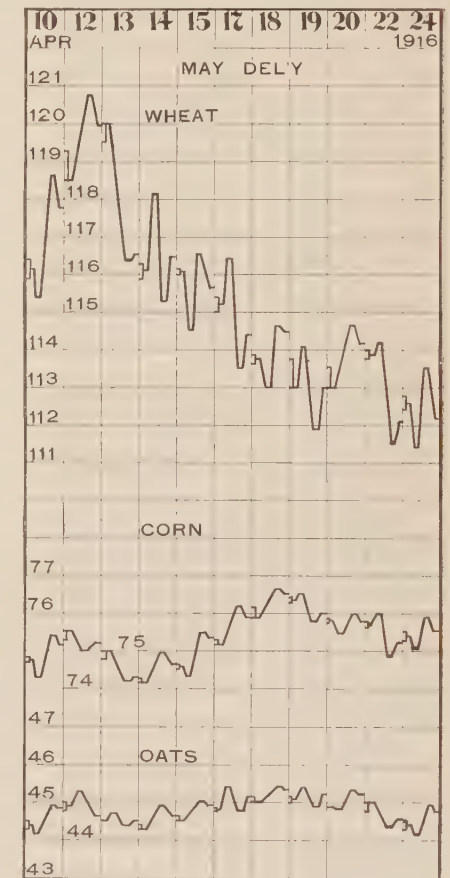
Without exception I find that I get along first rate with farmers, but when grafters try to come in trouble always follows. I draw the line with pettifoggers and sharps of all kinds. If some institutions tolerate them that is their own look-out, but oftener they would get better returns if their dealings were handled in a simple, straightforward manner as man to man.

Minnesota and North Dakota have much better laws than Iowa protecting

grain buyers, so they don't run half the risk we do in buying lien or tenants' grain. I have done elevator handling in all of these states. The landlord and tenant law of this state has remained unchanged for 60 years or more. A good notice, which all can read, is the best way to keep landlord and tenants in touch with each other, prevents a good many misunderstandings and hard feelings, does away with explanations "afterwards" and tends to make more friends than enemies.—D. W. McKenzie, Woodbine, Ia.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for the last two weeks are shown on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

		MAY WHEAT.											
		Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.
Chicago	.....	117 3/4	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
Minneapolis	.....	119 1/4	120 1/4	122 1/4	118 3/4	117 1/2	117 1/2	116 3/4	116 3/4	115 3/4	115 3/4	116 1/2	116 1/2
Duluth	.....	119 1/4	120 1/4	121 1/4	117 3/4	117 1/2	117 1/2	116 3/4	116 3/4	115 3/4	115 3/4	116 1/2	116 1/2
Omaha	.....	113 1/2	113 1/2	115 1/2	112 1/2	113 1/2	113 1/2	110 1/2	109 1/2	107 1/2	108 1/2	105 1/2	108 1/2
St. Louis	.....	114 1/2	115 1/2	116 1/2	113 1/2	112 1/2	111 1/2	110 1/2	109 1/2	107 1/2	110 1/2	108 1/2	108 1/2
Kansas City	.....	108 3/4	110 3/4	111 3/4	107 3/4	107 3/4	106 3/4	105 3/4	105 3/4	104 3/4	105 3/4	103 1/2	103 3/4
Milwaukee	.....	117 1/2	118 1/2	119 1/2	116 1/2	116 1/2	115 1/2	114 1/2	114 1/2	113 1/2	114 1/2	112 1/2	112 1/2
Toledo	.....	124 1/4	124 1/4	127 1/4	123 1/2	123 1/2	122 1/2	121 1/2	121 1/2	120 1/2	121 1/2	119 1/2	119 1/2
*Baltimore	.....	120 1/2	121 1/2	129 1/2	119 1/2	119 1/2	118 1/2	116 3/4	117 1/2	115 1/2	116 1/2	114 1/2	114 1/2
Winnipeg	.....	114 1/4	116 1/4	116 3/4	114 1/4	113 3/4	114 1/4	113 3/4	114 1/4	113 3/4	114 1/4	113 1/4	113 3/4

		MAY CORN.											
		Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.
Chicago	.....	75 1/4	75 1/4	75 1/4	74 1/4	74 1/4	75 1/4	75 1/4	76 1/4	76 1/4	75 3/4	75 1/4	75 1/4
Kansas City	.....	69 3/4	69 3/4	69 3/4	69 1/4	69 1/4	69 1/4	70 1/4	70 1/4	70 1/4	70 1/4	69 3/4	69 3/4
St. Louis	.....	73 3/4	73 3/4	74 3/4	73 1/4	73 1/4	73 1/4	74 1/4	73 3/4	74 3/4	74 3/4	73 3/4	73 1/2
Omaha	.....	68 1/2	68 1/2	69 3/4	69 1/2	69 1/2	68 3/4	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2

*Cash aver No. 2 hard and No. 3 mixed.

*Apr. del'y.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Mendota, Ill., Apr. 22.—What wheat there is here looks good.—Martin Wade.

Galesburg, Ill., Apr. 20.—Wheat not good; oats seeding finished; weather seasonable.—E. Larimer, mgr. Farmers Galesburg Elvtr. Co.

Oneida, Ill., Apr. 10.—Farmers putting in oats; ground is getting in fine condition; quite a large acreage put in to oats this spring in this territory.—L. B. De Forest, per D. D. F.

Priscilla sta. (Lostant p. o.), Ill., Apr. 11.—Oats seeding in this territory will be practically finished this week; soil in fine shape for working; will need rain soon; a warm rain would be of great benefit now.—R. C. Phillips.

Springfield, Ill., Apr. 20.—Winter wheat in Illinois only 63% of normal according to reports from 300 correspondents; about 40% of crop planted was killed; in southern part of state condition is only 54%; northern is 74% and central 60%; poor condition due to open winter.—E. M. Davison, sec'y State Board of Agriculture.

INDIANA.

Huntingburg, Ind., Apr. 10.—Wheat is poor.—Louis Katterhenry.

Indianapolis, Ind., Apr. 21.—Corn and oats acreage will be large; oats sowing mostly completed in this section.—Boyd Grain Co.

Kendallville, Ind., Apr. 17.—Weather has been hard on growing wheat and rye; had cold dry winds; growing crop does not look as good as 2 weeks ago; season fully 2 weeks late in this section.—Campbell & Co.

Indianapolis, Ind., Apr. 22.—Will grow about half of wheat produced last year; wheat standing that looks good will be left but do not think it will amount to much; that plowed up will be put in corn and oats; mostly in corn.—Kinney Grain Co.

IOWA.

West Liberty, Ia., Apr. 20.—Seeding mostly finished; some have commenced to plow for corn.—T. E. Fountain.

Davenport, Ia., Apr. 12.—What oats left on farms do not test 70% for germination; corn also poor quality.—W. A. Hutton.

California, Ia., Apr. 20.—Winter wheat looks very good; prospects for crop 75 to 80% of normal.—F. R. Hopley, mgr. California Grain & Lbr. Co.

Des Moines, Ia., Apr. 18.—Early sown grain in southern counties is up and shows fairly good stand; fall wheat generally in poor condition; compared with acreage and stand a year ago; high temperatures and drying winds during first part of week put most of ground in northern part of state in good working condition; much seeding of spring wheat and oats was done; plowing for corn well advanced in southern districts.—Geo. M. Chappel, director of Iowa Section, Weather Bureau, U. S. Dept. of Agri.

KANSAS.

Ada, Kan., Apr. 21.—Wheat looks splendid thru this section.—Percy Reed.

Hanover, Kan., Apr. 15.—Wheat looking fine but thin on ground; some fly reported; some is being plowed up; need a good rain.—John F. Mueller, of Farmers Elvtr. Co.

Kingman, Kan., Apr. 12.—Wheat acreage 90% of last year; prospects fair.—H. F. Braly.

Bloom, Kan., Apr. 10.—Wheat never in better condition than at present; within last 4 days had about 3 in. rainfall.—L. E. Webb, agt. Southwest Grain Co.

Pratt, Kan., Apr. 15.—Crop in good condition; have had abundance of rain lately; have some fly but no damage showing.—J. V. Harkrader, mgr. Pratt Equity Exchange.

Valley Falls, Kan., Apr. 17.—Wheat and oats prospects good; ground in best of condition for corn planting which will begin in 10 days; farmers busy plowing for corn.—Ragan Grain Co.

Gray sta. (Hanston p. o.), Kan., Apr. 11.—Wheat acreage 75% of last year and 60% of 1914; a considerable acreage of barley and oats has been seeded; had much needed recent rain.—Farmers Grain & Supply Co.

Grainfield, Kan., Apr. 11.—Had good snowfall last week which put our wheat in good shape for 30 days at least; western Kansas is almost sure of a good crop this year.—R. E. Terry, mgr. Farmers Business Ass'n.

Topeka, Kan., Apr. 20.—Average condition of 8,010,000 acres of winter wheat sown in Kansas is 87.36%; compared with 92.8% a year ago and 96.5% for 2 years ago. About 5% of acreage will be plowed up and sown to other crops; winter killing, dry weather, hessian fly, late sowing, poor seeds and neglect caused the damage; soil conditions thruout state favorable for vigorous growth of wheat with few exceptions. Oats acreage greater than last year; average condition 88.4%. Corn acreage will be larger this year, possibly 11% over 1915 acreage of 4,537,000 acres.—State Board of Agriculture.

MICHIGAN.

Howard City, Mich., Apr. 20.—Wheat looks bad; this is one of the best bean sections in Michigan.—R. M. Moulton.

MINNESOTA.

Donaldson, Minn., Apr. 12.—Spring seeding late; no work done in fields as yet; have over a foot of snow on average now.—Wm. Halvorseth.

MISSOURI.

Forest City, Mo., Apr. 13.—Farmers busy plowing; wheat looks fairly good; oats about all seeded.—H. E. Combs, mgr. Farmers Elvtr. Co.

Amoret, Mo., Apr. 11.—Prospects for wheat crop poor; acreage greatly reduced; large acreage oats sown; should get good start as had plenty rain.—F. A. Oline.

Alma, Mo., Apr. 21.—Prospects for good wheat crop here; some fields looked brown but since rains they make a good showing; very little trace of hessian fly.—Horstman & Weisbrodt.

Ethlyn, Mo., Apr. 17.—Wheat crop at present is 50% or less; some fear that what is left will not produce a good grain and thin fields will become very weedy before harvest.—Brown Mercantile Co.

MONTANA.

Kremlin, Mont., Apr. 8.—About 65% wheat is winter killed and 50% will be reseeded to spring wheat.—A. J. McKinzie, pres. Equity Co-operative Ass'n.

Great Falls, Mont., Apr. 21.—Last winter's extreme cold weather has put a kink in winter wheat crop; farmers resowing spring wheat and in some cases putting in flax.—Ed F. Holloran.

Clyde Park, Mont., Apr. 11.—From 50% to 80% of the fall wheat in Shields Valley is winter killed. The Shields Valley is one of the best fall wheat sections of the northwest and when the wheat is winter damaged here the rest is killed; the wheat that is killed will have a 2nd growth from the root but this growth will not mature.—Wm. Rea.

NEBRASKA.

Schuyler, Neb., Apr. 10.—Wheat acreage 90% of last year; condition 75%.—Edward W. Zerzan, mgr. Farmers Grain Co.

Benkelman, Neb., Apr. 20.—Had good rain yesterday which put winter wheat in good condition.—Fred Kockrow, mgr. Equity Exchange.

Lorton, Neb., Apr. 19.—Wheat looks well altho current reports state there is considerable hessian fly in it.—Geo. J. Barth, agt. A. B. Wilson Grain Co.

South Bend, Neb., Apr. 16.—Growing wheat does not make a good showing yet in this section; has been cold and reports state that much of the oats rotted in ground.—W. B. Essick.

NEW MEXICO.

Tucumcari, N. M., Apr. 11.—It is estimated that 2 years ago, or in 1914, there were 15,000 acres in wheat in Quay County and that the yield was 250,000 bus. In 1915 there was a little less than 30,000 acres in wheat with the yield not much more than the previous year. This year it is estimated that there are from 30,000 to 40,000 acres planted in wheat and to date prospect looks good for a splendid crop. Some rain already and some cold weather which killed the bugs.—Ray Z. Boyer, sec'y Business Men's Ass'n.

NORTH DAKOTA.

Gwinner, N. D., Apr. 15.—Spring work late account too much water in fields; seeding started about Apr. 18.—Geo. Sandbuck, agt. Thorpe Elvtr. Co.

Pt. Emma sta. (Guelph p. o.), N. D., Apr. 21.—Rain past 2 days delayed spring work again; season 3 weeks late now; will be lots of wheat stubbed in; acreage will be greatly decreased; barley and corn will take its place; condition of soil first class; about 25% wheat sown.—J. J. Wallace, agt. Northwestern Elvtr. Co.

OHIO.

Rockford, O., Apr. 15.—Wheat is a failure; lots of oats sown.—W. E. Doran.

New Bremen, O., Apr. 15.—Wheat almost total failure in this section.—Henry Dierker.

Sidney, O., Apr. 12.—No wheat to speak of; do not think there will be 5,000 bus. in country; not much seeding; little oats; ground very wet.—Sidney Grain Co.

Camden, O., Apr. 13.—Our wheat crop will not be over 50% on the acreage sown last fall, and about 20% will be reseeded to oats, making a great demand for seed oats.—E. C. Eikenberry.

OKLAHOMA.

Burlington, Okla., Apr. 10.—Wheat continues to be in fine condition.—G. W. Lousignont.

Sentinel, Okla., Apr. 14.—Getting plenty of rain; wheat and oats doing fine; expect a bumper crop; have first class season in the ground.—A. T. Jones.

Beaver, Okla., Apr. 14.—Having plenty of rain and nearly assured of wheat crop for coming season.—R. C. Fain, mgr. Beaver Equity Exchange.

Bromide, Okla., Apr. 10.—Wheat about 75% total loss and balance is poor; plenty of rain recently; oats coming to good stand; cotton acreage large; corn will have to be replanted owing to wet cold weather; had hard freeze Apr. 8 which is unusual in this country.—Bromide Cotton & Grain Co.

SOUTH DAKOTA.

Ravinia, S. D., Apr. 10.—Most of spring seeding done.—J. H. Bundy, mgr. Farmers Elvtr. Co.

Brookings, S. D., Apr. 17.—Seeding started late but farmers report soil conditions ideal.—Geo. P. Sexauer & Son.

Waubay, S. D., Apr. 10.—We have not sowed any wheat or oats as yet; fields all mud; we can not expect to sow more than 50% wheat and 75% oats; may sow 100% barley and corn; too late for wheat this year.—Jorgen Pedersen.

Hecla, S. D., Apr. 15.—Spring work put back by too much water in field; all dry fields are about seeded.—J. F. Sankey.

Wagner, S. D., Apr. 11.—Farmers have most of wheat sown; now busy sowing oats; prospects fine so far for good crop next season as there is plenty of moisture in ground.—I. G. Corey, agt. M. King Grain Co.

Winship sta. (Ellendale, N. D., p. o.), S. D., Apr. 11.—Soil thoroly soaked with moisture; spring somewhat late but last 4 days were warm and drying; farm work will be well under way by end of week.—Winship Equity Exchange.

TEXAS.

San Angelo, Tex., Mar. 31.—Having first rain in several months; will not have any oats or wheat in this section this season as entire crop was killed by winter freeze.—Easton Grain Co.

WASHINGTON.

Walla Walla, Wash., Apr. 10.—Fall wheat looks fine; spring seeding has been delayed account so much moisture.—J. Z. Smith.

Pullman, Wash., Apr. 17.—Crop prospects not good; winter wheat badly damaged; acreage $\frac{1}{2}$ to $\frac{3}{4}$ less than normal; will not have half of last season's crop; weather conditions very unfavorable; no spring seeding and little plowing has been done; all indications point to short crop.—W. M. Chambers.

STEPS TO CONTROL and eradicate the alfalfa weevil in the western states, were discussed at a recent meeting in Salt Lake City, Utah, called for the purpose. Representatives were present from Colorado, California, Washington, Oregon, Idaho, Nevada, New Mexico, Montana, Wyoming and Arizona.

THE TOTAL SHIPMENTS of Calcutta wheat bags up to April 10, 1916, for the season of 1916 were as follows: To San Francisco, 7,750 bales; to Northern ports, 5,405 bales; total, 13,155 bales of 1,000 bags each, or 13,155,000 bags. Shipments in 1915 to April 10 were 31,835 bales. At this date there is a short-shipment of 18,680,000 bags as against shipments of 1915. In 1915 the Coast bot 50 million Calcutta bags. For 1916 the Coast has bot 30 million Calcutta bags, thus purchases at Calcutta are short 20 million of bags. Shipments by steamers via Hongkong are much delayed, 30 to 90 days sometimes. Should this continue, bag supplies may be short of the demand in May and June next. In 1915 the Coast used over 72 millions of grain bags, including imported and local makes. It appears that total stock this season will fall short over 20 million of last year's supply. The local product for this year will be much below that of 1915 because factories were restrained from laying in materials on the same scale as they did during the low prices of 1914.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
Jan. 1	7,258,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,362,000	1,308,000	124,000
Jan. 15	7,680,000	7,062,000	2,095,000	859,000
Jan. 22	7,247,000	5,664,000	1,598,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	770,000
Jan. 15	6,966,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,522,000	2,745,000	2,002,000
Jan. 29	7,636,000	4,977,000	2,118,000	2,152,000
Feb. 5	6,873,000	4,522,000	2,010,000	1,879,000
Feb. 12	8,046,000	6,795,000	2,635,000	1,730,000
Feb. 19	6,490,000	7,128,000	2,104,000	2,412,000
Feb. 26	6,450,000	4,853,000	2,635,000	1,116,000
Mar. 4	6,822,000	5,805,000	1,834,000	1,607,000
Mar. 11	7,415,000	4,206,000	1,834,000	1,607,000
Mar. 18	7,389,000	4,071,000	3,424,000	1,364,000
Mar. 25	7,449,000	5,034,000	2,581,000	3,214,000
Apr. 1	5,944,000	7,082,000	2,787,000	3,168,000
Apr. 8	6,701,000	4,500,000	2,695,000	2,399,000
Apr. 15	6,708,000	4,915,000	2,107,000	4,141,000
Apr. 22	7,163,000	7,537,000	1,554,000	5,137,000

July 3 to
Apr. 22 276,435,000 258,750,000 86,102,000 72,736,000

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

ILLINOIS.

Oneida, Ill., Apr. 10.—Grain movement at standstill last 10 days.—L. B. DeForest, per D. D. F.

IOWA.

Indianapolis, Ind., Apr. 21.—Look for big movement of corn and oats when farmers finish spring work in about 4 or 6 weeks.—Montgomery & Tompkins.

IOWA.

Lawn Hill, Ia., Apr. 15.—Have shipped in 20 cars of Kansas corn.—D. W. Terrill, Jr.

Davenport, Ia., Apr. 12.—Very little corn or oats remains on farms in this section.—W. A. Hutton.

West Branch, Ia., Apr. 15.—Have shipped in 35,000 bus. of corn; never shipped in before.—J. A. Crew.

Crystal Lake, Ia., Apr. 17.—No grain coming, getting ready for rush after harvest.—B. J. Smith, mgr. Crystal Farmers Ass'n.

California, Ia., Apr. 20.—Only about 5% of the 1915 corn crop remains on local farms. This is of No. 3 grade.—F. R. Hopley, mgr. California Grain & Lbr. Co.

Independence, Ia., Apr. 15.—Farmers are feeding oats; I have shipped only 3 cars on the crop and have sold over 10,000 bus. back to farmers for feeding.—C. H. O'Neill.

West Liberty, Ia., Apr. 20.—Farmers having lots of oats ground for hog feed; not much grain moving; farmers holding for more money; more oats being fed than most people suppose; we are shipping in corn from Kansas; some old corn in farmers hands; being held at 90c to \$1.—T. E. Fountain.

KANSAS.

Gray sta. (Hanston p. o.), Kan., Apr. 11.—Very little wheat in farmers hands.—Farmers Grain & Supply Co.

MISSOURI.

Forest City, Mo., Apr. 13.—Not much grain left in farmers hands.—H. E. Combs, mgr. Farmers Elevtr. Co.

NEBRASKA.

South Bend, Neb., Apr. 16.—Wheat nearly all out of farmers hands; about 75% corn is gone.—W. B. Essick.

Benkelman, Neb., Apr. 20.—Nearly 35% of last year's crop in farmers hands.—Fred Kockrow, mgr. Equity Exchange.

Schuyler, Neb., Apr. 10.—About 20% wheat and 10% corn back in farmers hands.—Edward Zerzan, mgr. Farmers Grain Co.

Lorton, Neb., Apr. 19.—Considerable wheat and corn in farmers hands; holding for higher prices; cars very scarce here most of time when grain is moving.—Geo. J. Barth, agt. A. B. Wilson Grain Co.

NORTH DAKOTA.

Ambrose, N. D., Apr. 18.—About 580 bus. have been marketed so far this season at the 3 elevtr. here; very little being marketed at present; roads almost impassable.—O. Ingmar Oleson, agt. Northland Elevtr. Co.

OKLAHOMA.

Avard, Okla., Mar. 23.—About 10% of 1915 wheat in farmers hands and they are holding what they have.—F. M. Fry.

SOUTH DAKOTA.

Hecla, S. D., Apr. 15.—This station has shipped over 900,000 bus. to date.—J. F. Sankey.

Ravinia, S. D., Apr. 10.—Not much wheat left in country; about 33% corn still to be marketed.—J. H. Bundy, mgr. Farmers Elevtr. Co.

Grain Exports Heavy.

A MAMMOTH CARGO of oats was taken by the steamship Hyacinthus, which sailed Apr. 22 from Baltimore for Genoa, Italy. There were on board the vessel 487,133 bus. of oats to be delivered to the Italian government.

THE LARGEST CARGO of buckwheat ever exported from Baltimore left recently on the Danish steamer Silksborg, which took 125,000 bus. of buckwheat, and 92,000 bus. of corn for Aalborg, Denmark. Hitherto shipments for Scandinavian countries have consisted mainly of wheat, corn, rye and oats.

THE BRITISH BARK INVERLOGIE arrived at Portland, Ore., under charter to load wheat for the United Kingdom. This is the last steamer under charter to load grain from Portland, for the season. The French bark Bossuet, cleared for Ipswich, England, the same day with a cargo of 116,375 bus. of barley and 18,667 bus. of wheat.

THE WINLATON is one of the big steamers recently arriving at Portland to load a full cargo of wheat for the United Kingdom. The steamship Solveig Skogland is fully due from Lisbon, Portugal; also the Mavisbrook from Hull, the Dalemoor from Algiers, the Dowlais from Bagnoli, the Sardinian from Glasgow, and the Auchendale from Liverpool.

THE STEAMER HOUSATONIC of the Housatonic Steamship Corporation, New York, left New Orleans recently, loaded with grain for Savona, Italy, flying the American flag. Port authorities say the Housatonic's cargo is the first of its kind ever taken from New Orleans under the American flag. The Housatonic was recently purchased from the Hamburg-American line and transferred to American registry.

THE BRITISH STEAMSHIP Great City, carrying 375,000 bus. of wheat, the largest ever exported from Philadelphia, left that port April 12 bound for Pauillac, France. Other vessel clearances during the week were as follows: the steamers Angola for Marseilles, 270,329; Atland for Rotterdam, 258,347; Nyassa for Marseilles, 262,744; Wearbridge for Cette, 243,907; Verdun for Marseilles, 285,188; Zyldyk for Rotterdam, 160,000, and the Dominion for Liverpool, 80,000 bus. of wheat. Thirteen million bus. of grain have been exported since Jan. 1. A fleet of 25 steamers is crossing the Atlantic, bound for Philadelphia, under charter to load export cargoes of grain.

THE STEAMER BOLOGNA, chartered to load 250,000 bus. wheat for the United Kingdom, at Boston, sailed April 14. During the week the Vesuvio cleared for an Italian port with 105,000 bus. of oats, the remainder of an intended grain cargo of 400,000 bus. being loaded at Newport News. Besides these the Cambrian with 85,000 bus. of wheat for London, the Sachem with 91,000 bus. for Liverpool, the Montibello with 11,000 bus. for Hull, the Devonian with 96,000 bus. for Liverpool, the Foyle with 80,000 bus. for Liverpool, the Maplewood for Swansea with 160,000 bus., left during the week ending Apr. 15, exports for the week aggregating nearly 1,000,000 bus. Last week's exports totaled 640,934 bus., carried as follows: the Etoian, for Liverpool, 131,832 bus. of wheat; the Bay State, for Liverpool, 107,244 bus. of wheat, 42,581 bus. of corn; the Colonian, for London, 64,681 bus. of wheat; the Mongibello, for Leghorn, 294,596 bus. of oats.

War and the Grain Markets.

BY P. S. GOODMAN.

War failed last spring to maintain the prices—the enormous demand upon the resources of this country's wheat supplies exceeded expectations; there was a clamor for an embargo upon shipments to save our people from starvation. Curiously the price market began to descend steadily and sometimes sharply from the top when all the things feared were being realized, except acute shortage at home. For the first time in some years we were impressed with that unknown factor, the invisible reserves—they saved the country from exhaustion, they favored the war-ridden nations.

We found that long-continued war develops a new set of conditions in the supply market, not alone in bringing out the invisible, but in stimulating a larger acreage. War came in time to heavily increase our winter wheat acreage; the cold wet spring, was ignored by the spring wheat farmer, and under the stimulation of high prices, even though the quotations were falling, a big increase in acreage developed. Within a year of the opening of hostilities we found the industry and intelligence of the farmer had more than met the emergency of war and that we were likely to break under the weight of a stupendous crop. In July, 1915, wheat prices were on all fours with July, 1914. Happily again another war element entered into the calculations of the trade, the shortage of ocean tonnage and the prospect of the abundant harvests of the southern hemisphere being curtailed in the delivery. Only the excessive high rates on the ocean kept the market from attaining the values of the previous winter.

THE WAR DOES NOT promise to end before fall, too late to make big crops abroad, and no matter what may be the outcome of the harvests in this country, the war market will be full of surprises. No condition lasts long during a war; no situation can be figured out with the correctness of situations in times of peace. The great disturber remains.

Wheat being a world-wide used grain is naturally the chief interest in both times of war and peace. Our great domestic crops, corn and oats, have run somewhat on the same line as wheat, but they have been subordinated to the laws of advancing prices rather than to the course of the war. The 1914 corn crop was small and prices high as a result of drouth; the 1915 crop large in imagination and water. War and failure of the southern hemisphere crop last year and this year increased our exports, increased the domestic industrial demand and added to the strength of the market. Our oats market has been one of war as two large crops were raised.

UNCERTAINTIES OF SPECULATION are greater than in peace times—the grain trade has had this brought home more forcibly than any other purveyors to the warring nations. After all it does not make much difference in grain speculation and merchandizing whether there is war or no war, the net results are not materially affected. Profits in the business have not been enormous. The outside world, stranger to the functions of an organized and free price trading looks upon the center of activity of the grain market as a huge speculative arena. We in the trade have knowledge of a larger business, but who can name any great fortune made in the handling of grain during this war? How many names spring to your mind at the suggestion of enormous profits? Frankly, I

do not know of a single person who has amassed great wealth by the rise in grain prices. The men engaged in every branch of the trade have not made as much money in the war in handling a billion and a half bushels of wheat valued at \$1,900,000,000 as was made by the shareholders of the companies in handling powder and explosives. Not as much money has been made in the combined grain trade as has been made in the past three months by the United States Steel Corporation in manufacturing \$250,000,000 of material. Yet we are termed speculators—and these others business men.

IN OUR BUSINESS we handle goods on a commission, we trade on a margin, the profits to the producer are in far larger proportion than the profits of the material handled in other lines of trade. We make a market every hour of the business day, that the world can trade upon. The fruits of our speculation, for the uncertainties of any business transaction is speculation, is largely absorbed by the producer of grain in this country. Our markets have made the price of wheat in the past two years, and the producer has received for his products—wheat, corn and oats, that which was sold from the farm, \$2,675,000,000. This is \$675,000,000 more than the average price that his products would have brought in ordinary times—and this was all additional profit. The income of the average man in the trade, country dealer, miller, commission handler, broker and trade in futures delivery, grain merchant and exporter, has not averaged any larger return than the increased business due to handling of the larger quantity of the big crops.

WAR'S NECESSITIES, like those of peace, are largely concerned with the breadstuffs. The coarse grains in peace times have never been in very great demand by the consuming countries, the average being 175,000,000 corn and 150,000,000 bus. of oats—and with a portion of the belligerent nations removed from accessibility, there was a corresponding lessened demand for the coarse grains as for wheat. THE AVERAGE ANNUAL requirement of Europe had reached 625,000,000 bus. of wheat at the outbreak of the war, and of this the Russian and adjacent countries were furnishing an average of 200,000,000 bus. The curtailment of requirements by the removal of Germany and Belgium from the import list reduced demand by 100,000,000, making a net requirement of 525,000,000 the first year of the war, and increasing the demand upon other exporting nations 100,000,000. In an ordinary year this would have been readily met, without advance in price other than that of the general rise in all prices as the result of inflation that accompanies wars. But the failure in 1914 of the southern hemisphere, a poor Canadian crop, threw the burden upon this country, at a time when the yield was far above the average. From an annual export by the United States in the two years preceding the war of 145,000,000 the exports jumped to 332,000,000 bus.—80,000,000 in excess of the amount estimated available at the gathering of the crops. The first year of the war did not develop a very large general foreign trade from this country compared with that now under way, and the wheat crop bulked largely in the total, furnishing \$340,000,000 of the \$1,100,000,000 excess exports, other grains making the total \$404,000,000 which was four-fifths of the net increase in the excess exports. The present fiscal year with its possible excess of \$2,200,000,000 will show a ma-

terial falling off in the proportion contributed by the grain trade, both in quantity and average price.

THE SECOND YEAR of the war has been somewhat disappointing to the grain trade. While the requirements of Europe by reason of exhaustion of supplies, smaller acreage, lower yield, have been increased possibly 50,000,000 the preparation for a big trade the world over gave the exporting countries last year the largest acreage and the largest yield in their history. The phenomenal total of 850,000,000 bus. has been officially estimated. In this country we know that the total crop was exaggerated by reason of failure to save all at harvest and on account of unmillable quality, recently figured by the government at 145,000,000. Deducting this there is still left for export from the world's accessible wheat crops 700,000,000 or 125,000,000 bus. more than the requirements. Had this enormous surplus been equally available our market would doubtlessly not have recovered so sharply from the low price prevailing at harvest time.

WAR CONDITIONS INTERPOSED a new feature—the lack of shipping to take the wheat from the southern hemisphere rapidly enough to secure adequate supply. Now that there has been an enlargement of the shipping from that section, the anticipated demand upon us is lessening. When the season ends in mid-summer the surplus countries among them will have a larger carry over than last year. The coming year in all probability will not be so productive of a big crop, the law of averages is against it, climatic conditions might be against it. Any impairment of an available surplus of 600,000,000 bus. of wheat in the Americas and Australia will again bring the market to a high price. There will be little lessening of the demand in the accessible countries as the soldiers and civilians will be well fed, the former as a military necessity; the latter by virtue of an unexampled earning power.

Ever since the early months of the war, the grain markets have been agitated by periodic claims that the vast supplies from Russia were about to be released. Last spring the imaginative people talked foolishly of the great volume that was to come over the Siberian railroad, a single tracked road over three thousand miles long; of the immense shipments that would pour out from the new port, and the old one, on the Arctic Ocean. Of course they did not amount to much, but the average speculator uninformed as to the insurmountable difficulties in the way of such movement, was jolted from his market position, and others profited by an advantage. Then there has been the continual opening of the Dardanelles, opened frequently by fellows who did not have the price of a white chip. It got to be such a nuisance that the officials of the Board of Trade prohibited the opening of the straits—by its members.

I think there is not much need to worry about the effect of the opening of the Straits, should Turkey be put out of the fighting while the war is under way. There was a very large crop of wheat in Russia in 1914. The crop last year was small, the winter wheat acreage this season is small, the condition poor. I doubt if the facilities of the country are such that the wheat could be put down to the Black Sea in large quantity, I doubt if it would be much of a factor for many months, for the shipping is not large in that part of the globe and military operations would monopolize the traffic. The men of Russia are under arms, and the

usual facilities of bringing the wheat the long journey down the rivers are missing. It is most likely that by the time the war is over, Russia will have little if any to spare in the direction of bread and foodstuffs.

THE DEPENDENCE OF EUROPE is upon the great wheat raisers of this continent and Australia, and that dependence will increase with the close of the war and be intensely insistent until the first full crops. Wheat is the cheapest food, at two dollars a bushel in Europe. Germany has been running close to her resources, Belgium is in a deplorable state. The end of the war will increase the demand for wheat far beyond the ability of the exporting countries to furnish for some months, as it takes time to move immense supplies from farms to ocean ports.

When Europe returns to the plow, and the factory, the stress of existence will be intense, and should the nations escape the social revolutions which in the past have swept over those engaged in great wars, the world's trade will be cast into different mould from that which existed prior to Aug. 1, 1914. The grain trade will have new problems to meet, chief of which will be the poverty and the industry of its once best customers.

Geo. H. Phillips Dead.

George H. Phillips, who became famous while bulling the corn market several years ago, died of heart failure Apr. 17 at his home in Chicago after an illness of 6 months. He had been advised to rest but traded actively until a week before his death.

He was born at Morris, Ill., Jan. 10, 1869, and was employed in his father's grain elevator. He came to Chicago in 1891 and got a job as assistant to the receiver's agent on the Alton tracks at \$4.50 per week, and was successively employed by Geo. A. Seaverns and H. H. Carr & Co., on joint account with Seaverns, on his own account, a partner of Phillips & Hoag, a member of Geo. H.



Geo. H. Phillips. Chicago, Ill., Deceased.

Phillips & Co., and for five years with the Adolph Kempner Co.

He ran two separate bull campaigns in corn, in 1900 and 1902, a large following of farmers contributing to the temporary success, which was followed in each case by a crash, at the time of the last, January, 1902, holding 8,000,000 bus. of grain and owing \$237,000. He is survived by wife, daughter and two sons. A portrait of Mr. Phillips is given herewith.

Uniform B/L Measure Receives the President's Support.

The apparent determination of Representative William C. Adamson, chairman of the House Com'ite on Interstate and Foreign Commerce, to block the Pomerene bill, providing for uniform Bs/L, which has twice unanimously passed the Senate, and is favorable to both shippers and railroads, led to a visit to the White House by a delegation of 150 business men, representing largely the National Industrial Traffic League and its affiliated bodies, who presented the matter direct to the President.

The attitude of Chairman Adamson was explained to the members of the delegation at a conference held previous to the visit to the White House in the Willard Hotel, by Francis B. James, chairman of the Com'ite on Commerce, Trade and Commercial Law of the American Bar Ass'n, who is looking after the bill in Washington.

Upon arriving at the White House the delegation was presented to the President by Senator Pomerene. After hearing the arguments in favor of the bill, the President declared that he would give all the aid possible in obtaining the passage of the bill.

The issue between Chairman Adamson and the shippers has been rendered acute as the result of correspondence between Mr. Adamson and Mr. James. In reply to a letter by Mr. James, asking for a special meeting of the House Committee to be held Wednesday, April 12, to consider the subject, Chairman Adamson stated that the Com'ite would probably reach the subject of interstate commerce regulation before many months, adding that "you will be given due and timely notice when we reach the subject mentioned in your letter." The answer of Mr. James to this communication referred to the fact that the shippers were thoroly aroused over the repeated inaction of the House Com'ite with reference to reporting the bill, and stated that the President would receive a delegation representing the shippers on Thursday morning.

After the hearing before the President, the members of the delegation found Chairman Adamson in a very different humor from what he had been when he was visited Wednesday. The hearing before the Com'ite began promptly and two sessions were held, the first ending at noon, when a recess was taken until 2 o'clock, the second hearing ending at 4:30 o'clock. There were 11 members of the House Com'ite present at the hearing.

Mr. James, who made the formal presentation, pointed out that the Pomerene bill found its origin in the uniform B/L bill presented by the Com'ite on Uniform Laws of the American Bar Ass'n, which had already been adopted by fifteen states.

Charles S. Haight of New York, chair-

man of a special com'ite of the Chamber of Commerce of the United States, explained the necessities of the situation and application of the provisions of the Pomerene bill. He dwelt not only upon the importance of federal legislation which will make Bs/L issued for shipments in interstate commerce documents upon which bankers may safely rely, but also upon the disastrous effect upon our foreign commerce. Forgeries of Bs/L for cotton by one firm of exporters caused innocent persons a loss of \$5,000,000 without anyone being punished, since there is no adequate federal statute. The reputation of all American exporters is at a hazard in the markets of the world, without such legislation as the Pomerene bill will give. With impunity, according to past experience, a dishonest firm can cast on all American shipping documents a suspicion that will depreciate American goods everywhere and result in serious national detriment.

The benefits derived by small dealers in grain and other commodities from properly safeguarded Bs/L was emphasized by Charles A. Hinsch of Cincinnati, of the American Bankers Ass'n. He said when Bs/L can be taken by bankers without hesitancy at their face value, banks will freely discount drafts accompanied by Bs/L, depending upon the security of the bill and not dealing merely upon a basis of personal credit such as only large concerns can command.

Guy M. Freer, president of the National Industrial Traffic League; Sol Wexler, of the New Orleans Cotton Exchange, and Charles England, from Baltimore, of the National Hay Ass'n, all addressed the Com'ite at the morning session.

Edward P. Smith of Omaha and Charles A. Magnuson of Minneapolis represented the Council of Grain Exchanges at the afternoon session, Mr. Smith pointing out the abuses which must be prevented in order that commerce may move with freedom and producers get the best prices to which they are entitled. He declared that a railroad alone, when the question arises in interstate or foreign commerce, can escape liability to innocent purchasers when an agent issues a B/L without actually receiving the goods which the bill declares have been shipped. He dwelt, too, upon the desirability of providing a way by which a shipper can, under proper circumstances, get a clean B/L, this to be without a notation to the effect that the shipper and not the railroad is responsible for the statements in the bill regarding quantity and the like. Mr. Magnuson described the operations and the obligations of the country elevators of the northwest. Herbert Sheridan of the Baltimore Chamber of Commerce told of the importance of the Pomerene bill to the commerce of the country.

In addition to the organization referred to, there were also represented at the meeting the Chicago Board of Trade, the Baltimore Chamber of Commerce, the Buffalo Corn Exchange, the Indianapolis Board of Trade, the Kansas City Board of Trade, the New York Produce Exchange, the Philadelphia Commercial Exchange, the St. Louis Merchants Exchange, the Peoria Board of Trade, the Grain Dealers National Ass'n and the Illinois Grain Dealers Ass'n.

Legal Phases of Grain Storage and Purchase Contracts

BY CLIFFORD V. COX

Some time ago certain questions arose concerning the necessity of grain dealers carrying insurance upon grain which was in their possession and for which they had issued so-called storage receipts. Similar transactions to those evidenced by some of the receipts were, upon investigation, found to have been construed by the courts as sales and not as bailments or storage. It is not my purpose to discuss Grain Purchase Contracts except as they arise in connection with the so-called storage proposition.

I presume it would be well to define in a rough way, what the law means by certain terms with which we are all more or less familiar. A warehouseman is usually one who is engaged in the business of storing chattels, goods or merchandise for profit. In a general way the word bailee is used synonymous with warehouseman. On the other hand a bailor is the man who places the goods or chattels in storage. In considering these grain storage and purchase contracts, the grain dealer would be the warehouseman or bailee while the farmer who stored the grain would be the bailor.

What I say in regard to these contracts, I want understood as applying only to the state of Iowa and not to other states. The Twenty-seventh General Assembly of the state of Iowa passed a law relative to warehouse and elevator certification whereby any person, firm or corporation engaged in owning, or dealing in grains, who owned or controlled the building in which such business was conducted or such grain was stored, was authorized to issue elevator or warehouse certificates against said property so stored, providing they filed a certain declaration in the office of the recorder of deeds in the county where the elevator or warehouse was situated, and consecutively numbered and registered their certificates issued for the property so stored.

The object of this law was merely to allow grain dealers to issue these certificates against grain which was actually stored by the grain dealer. Practically, as it is used in this state, its sole function is to allow the grain dealer to issue these certificates as collateral when he wants to borrow money upon grain actually stored by him in his elevator.

THE THIRTY-SECOND General Assembly of Iowa passed a law authorizing the issuance of warehouse receipts where the goods of others are stored. It provided that every warehouse receipt, altho not required to be in any particular form must contain:

- A. The location of the warehouse where the grain is stored.
- B. The date of the receipt.
- C. The consecutive number of the receipt.
- D. A statement of whether the goods received will be delivered to the bearer, to a specified person or to a specified person or his order.
- E. The rate of storage charges.
- F. A description of the goods or of the packages containing them.
- G. The signature of the warehouseman which may be made by his authorized agent.
- H. If the receipt is issued for goods of which the warehouseman is owner, either solely or jointly or in common with others, the fact of such ownership.
- I. A statement of the amount of advances made and of liabilities incurred for which the warehouseman claims a lien. The exact amount of such advances, however, does not have to be stated.

The receipt can contain any other provisions which are not contrary to the provisions of the act and which do not impair the obligation of the warehouseman to exercise reasonable care towards the goods. It provides for the issuance of negotiable and non-negotiable receipts, a non-negotiable one, being one in which it is stated that the goods will be delivered to the depositor or to any other specified person, while a negotiable receipt is one requiring the goods to be delivered to bearer or to the order of any person named in the receipt. The law then goes into considerable detail as to the negotiation of receipts and the rights of the parties thereto. It provides that fungible goods, that is goods for which a receipt is the equivalent of any unit of like quantity may be co-mingled if the warehouseman is authorized by custom or agreement to do so.

COMPARATIVELY FEW GRAIN dealers in the state of Iowa that actually store grain and keep it in their elevators with the understanding and agreement that they are to return the identical grain or grain of like grade and quantity to the depositor, but as to those who do so store grain the foregoing provisions are applicable and should be complied with and only such receipts issued as do comply with the law.

Where grain is stored and the grain dealer has no option other than to return the identical grain or grain of like quality and quantity, the relation which he occupies towards the grain so stored is that of bailee. In other words, grain stored in this manner constitutes a bailment, and if the grain is destroyed while so held in storage the grain dealer is not liable unless the grain was destroyed thru his negligence. He is not in any sense an insurer and all that is required of him is to exercise ordinary care to protect and preserve the property.

It is my understanding that the grain dealers of this state as a whole do comparatively little storing grain in the strict sense of storage. By that I mean where they bind themselves to return the grain to the depositor. A vast majority of the so-called storage receipts issued in this state represent an entirely different course of dealing.

The farmer brings in his grain, the grain dealer issues him a so-called storage receipt which provides that the grain may be co-mingled with other grain; that the grain dealer may ship it and sell it and the farmer agrees to accept in lieu of the grain, the market price thereof on the date he makes demand for settlement. Certain charges are made for storage during the term that the contract remains unsettled.

These are the salient features of the usual receipt and it represents the almost universal course of dealing in Iowa. Now what is the meaning of such a contract? That depends on the phraseology of the particular contract, for the courts have been much divided on the construction placed on such contracts, as the following cases will demonstrate:

THE CASE of Sexton & Abbott vs. Graham, 53 Iowa 181, was a case in which grain was delivered to a warehouseman and a receipt taken as follows:

Davenport, Ia., Oct. 16, 1875.
No. 16 Elevator.

Received in store from Sexton & Abbott, ten thousand bushels of oats, subject only to the order herein of Sexton & Abbott and the surrender of this receipt and the payment of charges. It is hereby agreed by the holder of this receipt that the grain herein mentioned may be stored with other grain received about the date hereof of the same quality by inspection. Loss by fire or heating at owner's risk.

The elevator failed with some grain on hand and the parties who originally stored it claimed it belonged to them. The court held that where a warehouseman merely receives grain from several depositors with the understanding that it may be mixed in a common mass and it is so mixed the transaction is a bailment and the depositors become tenants in common in the grain. In that particular case it was held that the contract was one of bailment and not of sale altho the warehouseman was continually buying and adding grain on his own account to the common mass and shipping away therefrom.

IN NELSON vs. Brown-Doty Company, 53 Iowa 555, the form of receipt given was as follows:

Dysart, Iowa, November 3, 1874.

No. 29.
Received of S. Ebert in store for account and risk of L. B. Nelson 56 and 50/60 bushels of No. 2 wheat. Loss by fire, heating and elements at owner's risk. Wheat of equal test and value but not the identical wheat may be returned.

The evidence shows that the wheat was mixed with other wheat of the same grade belonging to the grain dealer and other depositors; that the grain dealer shipped from the common mass from time to time on his own account but left enough on hand at all times to take up all outstanding receipts until the elevator and contents were destroyed by fire. It was held that the transaction was a bailment and that the title to the wheat did not pass to defendants by reason of being mixed with other wheat nor by reason of such shipments as would remove the identical grain deposited, provided such shipment left on hand sufficient wheat so that the plaintiff was a tenant in common of the mass and the owner of an interest equivalent to his deposit.

IN ARTHUR vs. C. R. I. & P., 61 Iowa 648, it was held that where various parties deliver grain for storage to the proprietor of an elevator who mixes it with the grain of other persons, the owners become tenants in common of the entire amount and where the elevator and its contents were burned through the negligence of someone other than the elevator man, the several owners of the grain stored could recover against such third party for the grain destroyed. In the course of the opinion the court said:

"While it is true as claimed by appellant that the court cannot take judicial notice of a custom to so mix and mingle such property by warehousemen, yet the court cannot ignore the fact that the grain elevators of this state cannot be operated in any other manner. If the proprietor of each elevator should be required to store each farmer's grain in a separate bin and for failure to do so should be held liable for loss of grain by fire, the business of storing grain in elevators would practically cease."

THE CASE of Irons vs. Kentner, 51 Iowa 88, was one in which the grain was delivered to the warehouseman and stored by him in a certain bin where it remained until it was destroyed by fire. The owner was given a receipt which stated that the grain was "Bought at owner's risk as to fire." It was proven to be the custom in that locality for grain to be received in this manner by warehouseman and afterwards purchased or returned. In this particular case the warehouseman

offered to purchase the wheat while it was in store, but the owner refused to sell it. It was held that the warehouseman was not liable for the subsequent destruction of the grain by fire, for the reason that the transaction constituted a bailment and not a sale and no negligence was shown. The court held this, notwithstanding the receipt recited that the grain was "Bought at owner's risk as to fire."

JOHNSON vs. Brown, 37 Iowa 200, is one of the leading cases. In that case wheat was left with Brown with the understanding that when the farmer got ready to sell it, Brown would give the highest market price or the same amount of wheat of like grade and quality. It was shown that it was the custom of Brown when grain was stored, to keep a sample of it and to ship the grain and sell it and to keep on hand a sufficient amount of the same quality as that stored to fill all outstanding storage receipts, and when persons who had stored wanted to sell, to buy, if he could and if he could not, to return them wheat of the same grade and quality as that they had stored. It was held in that case that such an arrangement constituted a sale and not a bailment.

IN THE CASE of Dierkson vs. Cass County Mill and Elevator Co., 42 Iowa 38, grain was stored with the grain dealer who gave to the owner of the grain a receipt therefor. The grain was mingled with a common mass of like grain which was constantly increased and diminished by additions and shipments, but the amount in store was always equal to that received for storage. The elevator burned. The court said:

"The transaction between plaintiff and defendants constituted either a sale or a bailment. If the transaction was a sale, then by the terms of their contract the defendants are liable for the value of the wheat purchased. If the transaction was a bailment, then the defendants were under obligations to return to plaintiff either the identical wheat deposited or a like quantity and quality from the mass with which it was mingled, with plaintiff's express or implied assent; and if they shipped off and sold plaintiff's wheat or the mass with which it was mingled, they are guilty of a conversion and are liable for its value."

CATHCART vs. Snow & Huber, 64 Iowa 584, was a case in which plaintiff's assignor delivered certain loads of wheat to defendants, for which he took weighmaster's tickets with the word "Stored" written upon their face. After the wheat had all been delivered he was requested by defendants to bring in his scale tickets and get a warehouse receipt therefor which he neglected to do. He afterwards sold and delivered his tickets to the plaintiff but in the meantime the defendants, without his knowledge or consent, had sold the wheat and applied the proceeds to a debt which he owed them. It was held that the weight certificates did not constitute a warehouse receipt and his right to the wheat had changed to a money demand.

IN BARNES BROS. vs. McCrea & Co., 75 Iowa 267, plaintiffs delivered oats to H who operated an elevator, under an alleged oral agreement that they were to remain in the elevator until plaintiffs were ready to sell them and that H was then to have them if he would pay as much as was paid by others; and in case he did not buy, he was to have one cent per bushel for weighing them in and out. Plaintiff knew that the oats so delivered were mixed in a mass with others and that H was accustomed to ship from the mass whenever the price satisfied him; that they could not have entertained the thought that the identical oats were in

any case to be returned to them. It was held that the true meaning of the contract was that H was to have the option to pay the best market price for the oats whenever the plaintiffs desired to close the transaction, or to return to them an equal quantity of similar oats and that it was a contract of sale and not of bailment.

Each of the foregoing cases was decided by the Supreme Court of the state of Iowa.

ONE OF THE LATEST of the contracts to be passed upon, altho not by an appellate court, was the B. A. Lockwood Grain Co. contract which was in the following words:

B. A. Lockwood Grain Co.
Grain Storage Certificate.
Certificate No.

This certifies that we have received from Iowa, 19.... bushels of at Iowa, No. which we agree to purchase at the price our agent is authorized to pay (see exception noted below) for grain of like grade and quality at above named station on date this ticket is presented for payment, less storage charges as follows: Fifteen days free; each succeeding fifteen days or fraction thereof one-fourth cent per bushel. Express authority is given by acceptance hereof that said grain may be mingled with grain of other persons and shipped or moved to any other elevator we may select. When agent is authorized to pay above shipping value and the grain represented by this certificate has been previously shipped away from the station the owner of this certificate agrees to accept in payment Chicago price for grain of like grade less freight and one cent per bushel. This grain is insured to full value. This certificate must be surrendered when said grain is paid for.

..... Agent."

When the Lockwood Company of Des Moines failed the farmers who had certificates such as I have just read claimed that under these contracts the title to the grain was still in them and that the company held the grain only as a warehouseman and that if the grain had been shipped they were entitled to enforce their claims as preferred creditors. The referee in bankruptcy in rendering his opinion after reviewing the cases that I have hereinbefore cited, said:

"In view of the controlling decisions as applicable to the facts hereinbefore set out, the contract in question cannot be construed as a bailment, but was a sale. The grain was not delivered with the understanding, either on the part of the claimant or the bankrupt, that it was being stored to be returned to claimant upon demand; either the identical grain delivered or grain of similar grade and quantity. The real and true meaning of the contract and of the intent of the parties, when all of the facts applicable thereto are considered and the customary and long-continued methods of the bankrupt in these transactions, which were acquiesced in by the claimant, is this; that the bankrupt could co-mingle the grain received on the certificate, with other grain of like kind and quality in its elevators and sell part or all of the grain at any time without the consent or knowledge of the claimant; that such grain was insured by and in the name of the bankrupt; that the claimant could at any time to suit his convenience present the certificate and demand payment for the grain delivered at the then existing market price or whatever the local agent was authorized to pay, and the bankrupt was bound to make such payment. For its services in allowing the holders of such certificates to set the date of payment for their grain, the bankrupt made a charge, providing thirty days had expired after the delivery of the grain or issuance of the certificate. That is the true meaning of the words 'storage charges' in the certificate."

FROM THE FOREGOING court decisions, you can see just how uncertain a question it is as to what may be the legal meaning of the particular contract you are using. It is a vital matter for you to know whether your contract or so-called receipt operates to make you a purchaser of the grain or merely a bailor

or warehouseman. If the grain is destroyed you want to know whether it is your grain or whether it belongs to the farmer who deposited it; whether it is your loss or his loss if it is not insured.

The grain trade has been beating this particular devil around the bush long enough and it is time to come to a realization that it is good business to use a contract which is clear and not ambiguous in its terms, one which recognizes the transaction for what it is. Why not call contracts of the nature we have been last considering, like the Lockwood contract and others of like nature, "Grain Purchase Contracts" instead of "Grain Storage Contracts" or "Storage Receipts." I have prepared a form for such a contract as follows:

..... hereinafter called first party, acknowledges delivery to it by hereinafter called second party, of bushels of No. This grain is purchased and accepted by first party and sold and delivered by the second party upon the following terms and conditions: First party agrees to pay second party cash for said grain at the market price of grain of like grade and character on any date not later than that second party may make demand therefor and surrender this receipt, less cents per bushel carrying charges, expense of handling and overhead expense for every thirty days or fraction thereof from and after 19...., to the date said payment is made. First party agrees to keep such grain fully insured as long as it is in its possession. Pending settlement of this contract, the first party shall have the right to co-mingle said grain with other grain of like grade and character and ship, sell or otherwise dispose of the same.

That form of receipt or contract could leave no question of the nature of the transaction and I would recommend its use except in those cases where it is desired to store the grain and return it to the depositor in which cases warehouse receipts containing the elements designated by law in Code Supplement, Section 3138-A 2 and hereinabove referred to, should be used.

Crop Improvement.

A PRIZE of a trip to Washington, D. C., in the fall of 1916 to be competed for in the junior corn growing contest has been offered the boys and girls of Harrison and Payne townships by the Union Grain & Coal Co. and the Farmers & Citizens Bank of Payne, O. Thru the generosity of these firms, several boys have made the trip, and the interest stimulated among the youth to learn something of crop improvement is considered well worth the expenditure for these prizes.

Interfering with Established Business.

Farm Bureau managers should never conduct correspondence with dealers or commission men with any view other than securing information. It is not their function actually to ship or sell and they should never agree to do so. They should also avoid interfering too much with established business relations in the various communities.

There is much foolish talk about the elimination of all middlemen. The only middle men who should be eliminated are those who do not perform a service. A middle man who receives in large quantities, distributes in small lots, affords railroad siding and storage facilities, performs a necessary service in the community. Co-operative organizations which do not afford these facilities in all lines of trade thruout the year, cannot effectively take the place of our present distributing and purchasing agencies.—M. C. Burritt, State Director of Farm Buros, Ithaca, N. Y.

Western Grain Dealers Hold Profitable Meeting

More than 200 grain dealers, receivers and their agents, gathered at Cedar Rapids, Ia., for the annual convention, Apr. 14 and 15, of the Western Grain Dealers Ass'n. The morning of the first day was devoted to a general reception at the Hotel Montrose, where Sec'y Geo. Wells had installed his son Gould in charge of the registration.

Promptly at 1:30 o'clock the first session of the meeting was called to order at the assembly room of the Commercial Club. Jno. Wunderlich, the "pretty slick" sec'y of that famous booster organization, welcomed the grain dealers to the home of National Oats, and 192 other industries, but John radiates so much with enthusiasm over his home city that before he ended his talk many of the dealers were wondering if it wouldn't be well to move their families to the cereal city. In closing his address Mr. Wunderlich said that in the eleven Iowa counties which have employed county agents, or crop doctors, the yields of grain had been greatly increased. He suggested that everyone assist in the movement for better and greater crops.

Pres. F. D. Milligan, Jefferson, Ia., in his annual address reviewed the work of the past year. From it we take the following:

President's Address.

We are in Cedar Rapids not alone because it affords us a meeting place for our Convention, but because experience has shown us that your city cannot be surpassed as a place for a grain men's meeting. Anyone hearing the views of the dealers after our last meeting with you could not mistake their satisfaction.

Cedar Rapids to me is typical of a city that we should have more of our agricultural communities, full of factories and industries equipped to work up and market to the best advantage the raw products of our farms. These facilities being located so close to us seem to me to represent the greatest possible economy, rapidity and efficiency.

The work of this ass'n is steadily broadening and as an organization it becomes daily more important to us as individual dealers. During the last crop, with its unusual hazards, it has proven itself as never before.

No member applying for assistance or advice has been disappointed, and more than the usual amount has been heard of commendation of the course pursued by our association during this trying period.

Our membership is already flatteringly large, but the benefits the association renders are so many and the principles involved so broad that it should receive the united support of the entire body of dealers, both country and terminal. It seems to me that the interests of the country and terminal dealers are identical. The only real difference being that we perform different parts of the merchandising. The one feature of affiliation with the National Ass'n which it affords our members is well worth the cost of membership and dues, and I strongly urge upon you to support the association, which is the most capable of furthering the interests of the grain trade and would point out to you that one strong association is worth more than a large number of inefficient ones. I would very much like to see the associations now organized throughout the country affiliated more closely in order to secure the very best results, and cannot feel that we should be satisfied except with the perfected organization.

Local meetings: It is quite possible to have entirely successful meetings without the active participation of the ass'n officers. I had some personal experience last fall and was very much pleased with the interest taken in such meetings. Mr. Miles, manager of the Farmers' Elevator Co. of Scranton, Ia., and I, took upon ourselves to call such a local meeting jointly;

after assembling we elected a chairman and entered into a discussion of conditions of marketing, grades advisable to buy on, and anything that might be instructive and pertinent. You will find it one of the pleasant experiences of your business life to enter actively into a meeting of this kind, and you will also find them very instructive and many points of importance to your personal welfare will be brot out as they cannot be in a larger meeting, also that the increased spirit of forbearance and courtesy between neighboring dealers will repay you and perhaps make a better merchant of you.

The business of the country dealer is notorious for several things, the very small margin on which he can and will do business and make an honorable living, the vast amount of money he puts in circulation, the chances he will take, the fierce competition he will endure and still survive, it is safe to say it cannot be equalled in any other known business.

The very fact that there is not one single station in Iowa where a good market, fair prices and convenient equipment is not maintained, not to mention the many terminals, speaks highly of the grain trade, its importance; the ability and fearlessness of its merchants.

Along the line of equipment a word of warning might well be spoken. Do not put additional elevators in stations already well supplied, but allow the established dealers to increase their facilities. If necessary, as the tendency is toward larger volume of business, more certain grading and discounting methods, and a lessened margin of gross profit and it is not a bad plan to know the difference between a gross and a net profit.

The committees appointed should enter earnestly into the work assigned them and not consider the duties arduous, as you are only repaying in part what some other dealer has already done for you. Well organized, competent committees are an important part of this association.

The Insurance Department has been uniformly successful and has had a remarkable growth. Through the past year the very slight losses sustained show how carefully this department has been conducted.

Geo. Wells, sec'y-treas., read his report on the financial standing of the Ass'n, and detailed the work accomplished as well as outlining plans for the future. He said:

Annual Report of Secretary.

There has been a slight increase of membership during the year. We now have 396 individual members operating 537 elevators, giving us a gross income of \$5,175.00 per annum, whereas our total expense account last year was \$4,365.00, so that on that basis we will now have a little more money to use, which can be done to advantage.

Local Meetings: During the past year there have been a larger number of local meetings held than for several preceding years. These meetings were generally well attended with few exceptions and were held during November and December at Carroll, Jefferson, Boone, Fort Dodge, Cherokee, Waterloo, Cedar Rapids, Marshalltown, Burlington, Oskaloosa, Omaha and Des Moines. These meetings were called for the purpose of considering the condition of the corn crop and to discuss the problem of grading and handling. There is no question as to the value of local meetings in extending acquaintance and discussing general conditions, and your Secretary is of the opinion that such local meetings should be held once or twice each year, which may be done if the members so desire.

Arbitration: Because of wide fluctuations and strenuous marketing conditions, there have been a larger number of controversies in regard to contracts as between buyers and sellers during the past year than usual. However, these differences have been largely disposed of privately through the Secretary's office and the Arbitration Committee have been called upon to act in only two cases, namely: Tyng-Hall & Co., Peoria, Ill., vs. Denkmann Brothers, Durant, Iowa, decided in favor of Tyng-Hall & Co., and

DeWolf & Wells Co., Spencer, Iowa, vs. W. M. Bell & Co. Milwaukee, Wis., decided in favor of W. M. Bell & Co.

Another case, Taylor & Patton Co., Des Moines, Iowa, vs. Uptake Commission Co., Chicago, Ill., was referred to the Arbitration Committee of the Chicago Board of Trade and decided in favor of Taylor & Patton Co.

As an example of the impartial disposition of the arbitration committees, would call your attention to the fact that in both of the above mentioned cases heard by the Arbitration Committee of the Western Grain Dealers' Ass'n, the decision was favorable to the terminal market dealers and in the one case tried by the Chicago Board of Trade Committee, the decision was favorable to the country shipper, and it has been my experience that in presenting any question of general importance to a committee whose personal interests are identified with a particular class, that their consideration was impartial and the matter considered from the standpoint of all concerned.

The controversies that come to my attention and these arbitrations have shown that there is great need of more care in having a better understanding of the conditions and terms of contracts and that there is, in fact, negligence on the part of country shippers in giving terminal market commission merchants and buyers definite advice of shipment with each car and instructions as to the application of the shipment.

Legislation: There has been no session of the State Legislature during the year and there are no questions of legislation in view affecting the grain trade in Iowa, altho it is probable there will be presented to the State Legislature a bill for the enactment of a warehouse law. Such a bill was presented at the last Legislature and was not reported by the Committee. The states of Minnesota and South Dakota have had public warehouse laws applying to country elevators for several years and the state of Nebraska passed a law during the last session of its Legislature. I think it would be well for this Ass'n to consider the question as to whether or not the state of Iowa should pass a public warehouse law.

As you are no doubt informed, the Grain Dealers' National Ass'n with which this Ass'n is affiliated, has been very active in undertaking to secure the passage of the Pomerene Uniform Bill of Lading Bill and the Grain Grades Act. The Legislative Committee of the Grain Dealers' National Ass'n, of which your Secretary is a member, has been working diligently to that end. In fact, our Committee will meet at Washington to join a delegation of other interests in a conference with President Wilson this week on the Pomerene Bill. Every country shipper is vitally interested in the Uniform Bill of Lading Bill as it will strengthen the bill of lading as negotiable collateral security, which will result in lower rates of discount and the interest charges paid by country shippers.

The Grain Grades Act has every prospect of being passed by this Congress whenever there is an opportunity to give it consideration. This Bill was formulated under the co-operation of the Grain Dealers' National Ass'n with the United States Department of Agriculture and should be passed in order to enforce the Uniform Grades throughout the country.

Insurance: The members of the Western Grain Dealers' Ass'n, and particularly those members who place their insurance with the Western Grain Dealers Mutual Fire Insurance Ass'n, may well be proud of that Ass'n as a successful business proposition.

On January 1st, 1915, we had insurance in force amounting to \$2,602,714.00, and on January 1st, 1916, \$3,325,174.00, making a net gain during the year 1915 of \$722,460.00.

On April 1st we had insurance in force of more than \$3,800,000.00, making a net gain during the first three months of this year of about \$500,000.00.

On January 1st, 1916, we had assets as follows:

Cash deposited in banks.....	\$28,713.03
Mortgage Loans and First Liens.	17,892.52
Interest accrued and unpaid.....	1,255.00
Book Accounts Receivable.....	658.87
Assessments due and unpaid.....	3,320.76
Office furniture and fixtures.....	1,127.96

Total Assets Jan. 1st, 1916.....\$52,978.14
All fire losses were paid at that time except one small loss of \$37.06, and this very favorable financial condition has been fully maintained during the first quarter of this year.

Transportation: On account of the small volume of movement of grain during the past year, there have been no general complaints of car shortage. There have been a less number of refused claims referred to the Ass'n during this year than for several years. Whether shippers are more successful in collecting claims on their own account or not I am unable to say.

The Claim Departments continue to show a disposition to refuse claims for loss in transit where there is no bad order condition of car in evidence, but claims are being paid to some extent where the shipper has accurate weighing and loading facilities and who is able to prove the correctness of his weights. I am of the opinion that it is possible for a country shipper to have such weights and proper methods of handling the grain from scale to car that his weights cannot be questioned so that his claims for loss in transit may be collected without starting suit if the shipper will persistently demand consideration.

Terminal Market Conditions: The rules and practices of terminal markets should be given attention. I recently placed a copy of the Chicago Board of Trade Rules in the hands of a lawyer and requested him to advise me what rules affected the relations as between country shippers and members of the Chicago Board of Trade. Having due respect and consideration for the Chicago Board of Trade, as an organization, I refrain from stating the unfavorable expression of the attorney in regard to the Chicago Board of Trade Rules. It would seem that the Chicago Board of Trade, in justice to all concerned, should re-write its rules and formulate them in such a manner that the country shipper may have knowledge as to what rules affect his relations with its members, inasmuch as sales to arrive and consignments are made subject to Chicago Board of Trade terms, which not only refers to weights and inspection, but also the rules of that Exchange.

What I say in regard to the Chicago Board of Trade is applicable in a greater or less degree to other grain exchanges.

It may be found in certain markets that the general practice is not in accordance with the rule and under stringent market conditions, the terminal buyer who may have made settlements almost continuously under the general practice arbitrarily demands settlement under the rule, which may be a serious hardship for the shipper,

and I believe it is a pertinent question as to what would be considered and understood as the terms of a market, whether it would be the rule of which the dealer is not informed, that is seldom enforced or the general practice of which the dealer is informed by experience.

Under the rules of the Chicago Board of Trade, the buyer has the privilege of re-sampling cars of grain before 11:00 o'clock a. m. of the next day succeeding the date of sale. Robert P. Kettels is employed by the members of the Chicago Board of Trade as a private sampler. He is not an official inspector. As I understand, he was employed to obtain samples of all cars under this rule in order that reinspection might be called if necessary. It costs the buyer 20c per car for re-sampling by Mr. Kettels. The buyer evidently decided to eliminate some of this expense and to have the cars resampled by Mr. Kettels on arrival at the elevator and if the grain was not found to be equal to the grade or sample as purchased, it has been the practice of the buyer to refuse to accept the grain at the purchase price and to make settlement by discount.

In the arbitration case of Taylor & Patton Co. vs. Updike Commission Co., presented to the Arbitration Committee of the Chicago Board of Trade by this Ass'n last year, it was decided that the buyer had waived his right of re-sampling and discount in not having the car resampled by 11:00 o'clock a. m. the day succeeding the date of sale. Shippers should demand official reinspection certificates on every car on which a discount has been applied and be sure that such reinspection certificates are the official inspection certificates of the Illinois State Grain Inspection Department and not the certificates of Robt. P. Kettels, who issues a report or certificate that has a very similar appearance to the official grain inspection certificate.

I am in receipt of letter from Jno. P. Gibbons, Chief Inspector of the Chicago Board of Trade, as follows:

"In regard to the discount on samples taken by Robt. P. Kettels, we have no authority over it, as we do not consider him in the light of an inspector, he being the Board of Trade private sampler, therefore it is not official but just an agreement reached between the buyer and seller on floor of the Board of Trade. We would be glad at any time to reinspect cars at elevators and would issue an official inspection certificate for same, but the parties handling the sale of grain for the shipper ignores us almost entirely. The cost for above inspection issued by the Illinois State Grain Inspection Department would be 50c on each car inspected."

The question of grading "cool and sweet" corn became a serious one during the past winter and the experience of several shippers demonstrated the fact that there is no official grading on cool and sweet corn and that the shipper who undertakes to do business in cool and sweet corn should have a very definite understanding with the buyer as to the specifications of cool and sweet corn, otherwise the buyer, under strenuous market conditions, may apply his own discounts.

We find that the contract forms used by terminal market dealers are not always clear. For example, the clause "off grades (unless otherwise specified) to be taken at market difference day of arrival." I find that many shippers have the idea that off grades of any color would apply on a sale of white corn or yellow corn and, in fact, terminal market buyers, when conditions are easy, do accept off grades of other color to apply. This Ass'n should urge terminal market dealers to be more specific in wording the terms of their contracts in order that there may not be confusion and misunderstanding by the shippers.

In an arbitration case recently heard by the Arbitration Committee of the Western Grain Dealers' Ass'n, DeWolf & Wells Co., Spencer Iowa, vs. W. M. Bell & Co., Milwaukee, Wis., it was decided that in the purchase of white corn the clause "off grades (unless otherwise specified) to be taken at market difference day of arrival" permitted only the application of off grades of white corn on the contract. This case, however, may be appealed to the Arbitration Committee of the Grain Dealers' National Ass'n.

Local Conditions: During recent months it would seem that there has been a larger amount of grain stored by farmers in country elevators than usual and the question of the responsibility of the grain dealer for the grain in case of fire loss has been under consideration and referred to our attorney, Clifford V. Cox.

FINANCIAL STATEMENT.

March 31st, 1915, to March 31st, 1916.

Received.	
Balance on hand March 31st, 1915	\$160.12
Membership Dues	4,697.15
Application Fees	144.00
Arbitration Fees	15.00
Miscellaneous	10.67
Total Receipts	\$5,026.94
Disbursed.	
Secretary's Salary	\$1,800.00
Hotel and Traveling expense	267.79
Traveling Representative's Salary	91.65
Attorney's Salary	208.26
Office Employees' Salaries	552.42
Office Rent	102.25
Stationery and Printing	725.80
Postage	275.75
Telegraph and Telephone	33.65
Expense Annual Meeting	136.28
Expense Committee Meetings	90.22
Exchange on checks	7.63
Affiliated dues Grain Dealers' Natl. Ass'n	475.00
Miscellaneous	68.53
E. J. Nolan on account	30.21
Total Disbursements	\$4,865.65
Balance on hand March 31st, 1916	161.29
	\$5,026.94

Moved and seconded that the report of Sec'y Wells be accepted. Carried.

Pres. Milligan appointed the following on the Resolution Com'te: Jas. F. Weart, Cherokee; M. E. De Wolf, Spencer; Chas. Belz, Conrad; W. M. Hubbard, Mason City, and W. P. Bishop, Milwaukee.

The Com'te on Nominations was composed of Lee Davis, Scranton; Wm. Classen, Wall Lake; L. P. Roach, Plainfield; I. E. Jackson, Cedar Rapids, and O. K. Morrison, South English.

H. L. Goemann, Mansfield, O., chairman Transportation Com'te, Grain Dealers National Ass'n, reported the minimums for carload shipments of grain, for which he was working. He said:

Carload Minimum Weights.

The minimum weights which I will here present are satisfactory to shippers in the Central Freight Ass'n Territory, and are the result of many meetings between carriers and shippers. The weights presented by the railroads were unfair to the country shippers, and as a result we have been working to obtain a set of minimums which would be fair to both sides. Those which we now recommend are as follows:

Wheat, 64,500 lbs.; corn, 61,600; rye, 61,600; barley, 60,000; oats, 51,200; ear corn, 49,000; grain screenings, 51,200.

We also believe that when a car of grain is loaded to within 3 ft. of the roof a notation to this effect on the B/L should be made, and actual weight apply.

Mr. Goemann made a plea for uniform adoption of these minimums in export and domestic business, and pointed out some of the advantages to the shippers which would be brot about by their uniform adoption in all sections of the country.

Sec'y Wells: What is Central Freight Ass'n Territory?

Mr. Goemann: East of the Indiana-Illinois state line, from the Great Lakes to the Ohio River, then to a line from Buffalo to Pittsburgh. East of Buffalo is the official Eastern Territory. You are in the Western Territory, or that west of the Mississippi River.

Sec'y Wells: Has the Western Trunk Line Ass'n given any attention to this matter?

Mr. Goemann: Not as yet, but it will



S. W. Wilder, Cedar Rapids, Ia.
Elected President.

spl't to bring about uniformity as much as possible.

Sec'y Wells: If a western shipper now sends a car to Baltimore he might use a car that was not in accord with the Central rule. If this grain had to be transferred, what would be the result?

Mr. Goemann: The Western minimum on interstate traffic would apply when received in the original car. On a shipment from Cedar Rapids to New York the rate from Cedar Rapids to Chicago would apply, and the minimum weight in this territory. The rate from Cedar Rapids to Chicago is added to the proportionate rate from Chicago to New York, and also the minimums that apply in that territory. If you were to start a car with 50,000 lbs. of grain to New York for export you would be protected on your rate, but penalized the difference between 50,000 lbs. and the minimum in Central Freight Ass'n Territory.

Sec'y Wells: In this territory the carriers contend that loading to full visible capacity means to the roof. Are Central carriers willing to allow shippers 3 ft. of space?

Mr. Goemann: They are as willing to allow that space as they are willing to accept these minimums.

Sec'y Wells: How do you handle small carloads in the east?

Mr. Goemann: We have buyers order split carloads, the grain being separated by board partitions, and the shipper paying for the boards. Shipper generally gets ½¢ more on such a car.

The next question asked Mr. Goemann referred to the loss of grain in transit. When leakage or theft has been proven the carriers make deductions of ¼ or ½ of 1% to provide for an imaginary evaporation of moisture, and it was desired to learn if this was the law. Mr. Goemann replied that if it is not protested before the Interstate Commerce Commission the railroad tariffs are generally upheld in courts, but if the courts saw fit to make a different ruling they would do so despite the tariffs.

Clifford V. Cox, Des Moines, Ia., attorney for the Ass'n, read a paper on the Legal Phases of Grain Storage and Purchase Contracts, which is printed elsewhere in this number.

H. A. Foss, Chicago: After a car passes from the railroad company's rails to the siding owned by an elevator operator, who is responsible in case of destruction of that car?

The point of delivery is when grain is accepted by sample, but the time of delivery is when the grain leaves the elevator scale. Is the western shipper responsible for the destruction of grain on his siding?

Mr. Cox: If you are a purchaser and not a warehouseman it is your own loss and you should carry insurance.

Adolph Gerstenberg, Chicago, Ill.: Why do you use the word "carrying" charge instead of storage charge in your paper?

Mr. Cox: I believe it makes the meaning clearer, tho it amounts to the same thing.

R. W. Black, purchasing agt., the Douglas Starch Works, Cedar Rapids, told of the Deficiency in Quality of 1915 Corn.

O. K. Morrison, South English, Ia., read an instructive paper on Country Grain Trade Efficiency, from which we take the following:

Country Grain Trade Efficiency.

Efficiency in the country grain trade requires that the dump and elevating capacity should be sufficient to avoid delays, and the grain should be elevated high enough that the car may be filled to its full visible capacity without the use of the shovel. The driveway should be so that teams will not become scared of trains and cause loss of valuable time. The approach to the driveway should have a small per cent grade.

The manager should have an education that will enable him to keep a clear and accurate set of books; that will enable him to read contracts with understanding.

Inferior and worn-out scales should not be tolerated, and the beam of the scale should be in plain view of the man on the wagon.

From the number of injuries and deaths we read of every year it does seem that there is entirely too much negligence about elevators. The dump should always be in safe condition, and the floor strong enough so that horses will not break thru. Exposed set screws should be covered and all dangerous machinery guarded.

A dirty elevator and engine room is a very poor advertisement; it is as bad as a dirty office.

A duty the manager owes his patrons is to know the best market for grain, that he may pay the best prices possible for it, as determined by deducting shipping charges plus a margin that will pay the cost of handling and a reasonable profit on the investment. This margin can not be the same for all localities. Grain trade journals should be considered in the margin, and the manager should not be required to pay for them out of his salary.

The price offered for grain should be posted on a bulletin board and should not be changed more than once during the day, and if changed it should be at some familiar time.

Filing claims direct with the claim agent avoids the delays so often caused by the local agent. Do not fail to keep a copy of the claims you file. There is no need of turning your claims over to a collection agency. Collect them yourself, and if you need assistance call on your ass'n and commission firms.

The manager should have some knowledge how his grain is handled in the different markets.

Advancing money on grain without a written contract is bad business.

Storing grain not your own is not good business, but if you do be sure to charge enough to cover all risks and expense of handling.

The manager's attendance at the ass'n meetings is worth more to the business than it costs, if he attends with a desire of knowledge.

Competition is not the life of trade today; neither is co-operation in the sense presented by some. Co-operation, as I see it is to work with one another, the producers, the distributors, the consumers, all working in harmony striving to obtain better results for all concerned with injury to none.

Grain should be bought by grade the same as it is sold. Paying the same price for all kinds of oats or other grains is one of the most damaging influences against the work that is being done to have better grain raised and to have better care after it is raised. Don't be too hasty in naming the grade on the grain. You can't do it by glancing at it. That is nothing more than guesswork and guesswork is often very expensive. It would seem that there is considerable guesswork in the terminal markets from the frequent notices we get that the grade has been raised or lowered. It is true that many times car loads can not be properly graded on account of being too full or some other good reason, but I can see no good reason why the grain can not be properly graded when delivered in wagons to the elevators.

Speculation.—The manager should not be a speculator, nor, to use the common expression, "buck the board." It will greatly detract his necessary attention from his business and many times tempt him to go beyond his financial limits. He should discourage its practice among his friends, because many of them are guided by the conditions of their own locality and have no knowledge of an average crop or for what purpose it may be used. I sometimes think the grain dealer is in a measure to blame for considerable of the local speculation. He often encourages it and seldom discourages it in very strong terms. We hardly ever hear of a loser unless he goes broke, and this so often happens. The opportunity to speculate has been placed almost within the homes of the rural popu-

lation; and when we consider these conditions is there any great wonder why there is considerable clamor in the rural districts for the boards of trade to be closed up.

These matters are presented to some of the law-makers, who in turn bring forth proposed laws to eliminate the board. Then the mighty roar comes to us urging us to at once write our congressmen and our senators demanding of them that they give their immediate attention to killing the bill. What for? For our own protection? Yes, in a measure, but the real purpose is that the greedy commission firm may continue to stretch forth his hand and gather in the spoils from the uninformed. I believe I am safe in saying that 75% of the speculation in futures in Iowa, the deals are entirely transacted within the borders of the state.

The branch houses of commission firms here and there over the country are all right if they conduct their business on business principles and solicit business only from the dealers. and this should be for consignments, or to buy and sell in car lots and hedging but unless they desist from the practice of traveling thru the country soliciting speculation in futures from individuals not in the grain business and who have little knowledge of the conditions, we will have, and not far distant, legislation that will seriously interfere with the efficiency of the grain business in general. I would rather use my time and influence to eliminate the cause than to use it to prevent such legislation.

The grain business must be progressive. There is more to do tomorrow than there is today. We must continually strive to elevate its standard, and if at any time a single cog in any of the numerous wheels of this great machine extends beyond its proper circumference so as to cause a jar through the whole machine, we should all use our influence to file that cog down to its proper place, to remove the constant jar; then and not until then will we attain efficiency in the grain trade.

It was moved and seconded that copies of Mr. Morrison's address be sent to all members of the Ass'n. Carried.

Adjourned.

Entertainment.

The Dutch treat banquet, at the Montrose Hotel, Friday evening, will be long remembered. Its success was the result of a week's work by S. W. Wilder and H. T. Bickel. Every detail was arranged to perfection and the little souvenirs were taken home by all. Tissue paper hats representing costumes of all nations were worn by all thruout the evening, and then carefully folded and tucked away for the kids back home. At the opportune time a hundred toy balloons were released and these were bounced around over the tables. W. G. Haskell, a local coal man, was the Big Mogul, and at the start announced his candidacy for State Senator.

Songs and stories were alternated until 10 o'clock, when the joyful crowd dispersed.

Chas. Quinn, Toledo, O., Sec'y Grain Dealers National Ass'n, was scheduled to deliver his favorite address on the benefits of membership in the nat'l body, but he good naturedly refused to talk on any serious subject. But Mr. Quinn is some story teller, and he upheld his reputation in that direction.

P. S. Goodman, Chicago, who appeared on the program as a speaker, boldly announced that he had prepared an address on the subject assigned him, had come from Chicago to speak, and would force his audience to listen. This little introduction won the listeners at once and thruout his talk everyone was all attention. He said:

Tho the entertainment was largely an advertisement for Cedar Rapids, it was greatly enjoyed and all who attended were in hopes they will be asked to Cedar Rapids again.

Saturday Morning Session.

The closing session of the convention was held in the assembly room of Hotel Montrose and was as well attended as the meeting of the preceding day.

Pres. Milligan's gavel fell promptly at 10:30 o'clock and he immediately introduced the only scheduled speaker of the day, P. J. McDonald, of Omaha. Mr. McDonald said:

The Prevention of Disastrous Fires.

The Prevention of Disastrous Fires is due direct to Efficiency, Preparedness and Service—three big words that are foremost in the minds of every American business man today. Fire, gentlemen, is a necessary evil, a servant in every line of business; in the factory, the theatre, the school, the home and in your own elevators. We need it for heat, for power and light. No matter what your heat, power and light equipment may be, you have fire in some form. Fire controlled is your best friend, but allowed to rampant it is your worst enemy.

Every year Americans burn up \$250,000,000.00 worth of our wealth. Every tick of your watch \$79 goes up in smoke. Our loss in 1915 was over \$7,000,000 greater than in 1905. We appreciate that the growth of business and modern equipment of factories, etc., are responsible for this increase, nevertheless we should grow to learn the danger of disastrous fires at the same time our business is growing. It goes to show how terribly inefficient we are, to allow the loss to continue and not do our share to prevent it. Our neighbor's loss is our loss, for in the long run we help pay for it on increased insurance rates, taxation and hundreds of ways. Perhaps we do all that is required of us in the way of protection according to law, but do we have to be driven before we can see that it will be to our own advantage to become more efficient and cut down the danger of fire that daily surrounds us?

General Discussion.

The big treat of the day was the general discussion conducted by Sec'y Wells, and he lost no time in opening. Terminal market terms were taken up first. Mr. Wells said:

Terms of a market. I understand include all the rules of that market. Practices are sometimes established not strictly in accordance with the rules, and sometimes more liberal than the rules. A lack of understanding of these rules and practices may cause the shippers grief. The rules differ in the different markets because of local conditions. A resolution for uniformity, as far as possible, was adopted at the last meeting of the Council of Grain Exchanges. The matter is

to be further discussed at the Baltimore convention in October. The Chicago Board of Trade has a margin rule, of which the shippers know but little.

Adolph Gerstenberg, Chicago: The rules are in conformity with the laws of Illinois. The margin rule is intended to overcome those conditions which prevailed when oats went to 70c. Indiana was an aggressive seller at 32c, and when the time came for delivery purchases had to be made at 65c. The Indiana law says that a contract made over the telephone is not binding.

Margin rules do not always work to the advantage of everybody, particularly on interstate business. Tho we have this rule on "to arrive" contracts no one has yet put the rule into effect. I am satisfied that this rule will not cause any hardship, but sellers of "to arrive" grain should be aware of it. Buyers have a right to require of sellers that they deposit such amounts as are necessary to fulfill the contract.

Sec'y Wells: If the buyer is entitled to a margin, why is not the seller also entitled to a margin?

Mr. Gerstenberg: There is nothing to prevent me, or any other buyer, from putting up money, and I would be perfectly willing to do so, placing it with a Chicago Board of Trade depository. But you have to seek your own channels; you are trading on price rather than rules and conditions.

Sec'y Quinn: Does the word "terms" in your rule 22 embrace arbitration?

Mr. Gerstenberg: I cannot force a man to arbitrate. If we were both members of the Board I could file a demand for suspension.

Sec'y Quinn: What would you do when a Chicago Board of Trade receiver refuses to arbitrate with an Iowa shipper, both being members of the National Ass'n?

Mr. Gerstenberg: The Chicago member will be forced to arbitrate before the Chicago Board of Trade arbitration committee. But he will never be forced to arbitrate before the National Ass'n.

Sec'y Wells: I have never been before a board of trade arbitration committee without obtaining absolutely impartial treatment. But the Boards of Trade should print little booklets quoting these rules, for distribution among shippers.

G. L. Stebbins, Chicago: I had occasion to use this margin rule about 60

days ago, but not on a country shipper. I requested my margins from a Chicago receiver, with the result that I got the corn I had purchased. This saved me \$1,000.

The Chicago Board of Trade's rule on margins was then read by Mr. Gerstenberg.

Mr. James F. Weart, chairman, read the report of the Committee on Resolutions. Each resolution was adopted:

Resolutions.

NATURAL SHRINKAGE.

WHEREAS, It being reported that the Western Trunk Lines Association have adopted or are about to adopt the following rules, same to be incorporated in freight tariffs:

"Carriers will not be responsible for differences in weight on bulk grain due to natural shrinkage or discrepancies in weight and will only be responsible where actual loss is due to defective equipment or other causes for which the carriers are liable."

"Where liability is established the loss in weight will be subject to the deduction of one-eighth of one per cent on wheat or oats or other similar grain and one-fourth of one per cent on corn, these deductions representing a reasonable shrinkage due to evaporation or other natural causes to be made from the shipping weights."

RESOLVED: That we oppose the adoption of any rule by the Western Trunk Lines whereby the shipper will be penalized for any allowance in weight in settlement of claims for loss in transit, for it is imposing an unjust burden upon the grain shippers and producers amounting to an unearned tariff rate, also is unequitable, for there are great losses due to careless handling and lack of safeguarding grain in transit and in terminals for which the carrier is responsible and for which claims for loss are not filed. Therefore, be it further

RESOLVED by this Ass'n in convention assembled: that emphatic protest be made to any tariff provision which will impose additional discrimination of questionable legality upon the grain business.

POMERENE BILL OF LADING BILL.

WHEREAS the members of this Ass'n have at previous conventions heartily endorsed the Pomerene Bill of Lading Bill, which measure has been passed unanimously by the United States Senate in the 62nd, the 63rd and the present (the 64th Congress) and

WHEREAS this bill has in the two previous Congresses died by inaction because of the failure of the House Committee on Interstate and Foreign Commerce to report it, and

WHEREAS the Pomerene Bill has the full and enthusiastic support of the entire shipping public,

RESOLVED: That the Western Grain Dealers' Ass'n, in convention assembled at Cedar Rapids, Iowa, on April 15th, 1916, heartily endorse this measure which



Some of the Dealers at Cedar Rapids Convention of Western Grain Dealers Ass'n, Apr. 15.

would give the grain dealers of the country an equitable bill of lading and

RESOLVED: That we urge the speedy passage of the bill and that we use every legitimate effort to bring the measure to a vote in the House at this session of Congress.

THE GRAIN GRADES ACT.

WHEREAS there is pending before Congress the Rubey Bill, which bill is substantially the same as that known to the trade as the Moss Bill or Grain Grades Act, and

WHEREAS this Ass'n has heretofore gone on record as favoring the Moss Bill which is designed to bring about supervision of grain inspection by the Federal Government,

RESOLVED: That we re-affirm our position with reference to this bill, which has been favorably reported by the House Committee on Agriculture and is now on the calendar awaiting action.

MARGIN RULE.

WHEREAS many dealers are uninformed as to a rule prevailing in some terminal markets that buyers may call for margins on cash grain sales for deferred shipment and of any reciprocal privilege to call the purchaser for the same protection, be it

RESOLVED: That the Secretary be instructed to call the attention of each of our members to the existence of this rule that they may properly govern their transactions of this character.

TERMINAL MARKET RULES.

BE IT RESOLVED by this Ass'n: That there should be more uniformity of rules in the different grain markets and that a synopsis of such rules, especially those that relate to the vital interest of the country shipper, should be published as expressing the "terms" of each market and that the rules conform to actual practice as far as possible.

MINIMUM CAR LOAD WEIGHTS AND RULES.

WHEREAS the Central Freight Ass'n will shortly adopt the Minimum Weights and Rules recommended to them by The Grain Dealers' National Ass'n and shippers and as uniformity is desirable in the exchange and transfer of grain from one territory to another, therefore, be it

RESOLVED: That this subject be referred to the Transportation Committee of this Ass'n with power to act.

RESAMPLING AND RE-INSPECTION AT CHICAGO.

WHEREAS it is customary for some track buyers of grain for deferred delivery for direct shipment to Chicago to waive resampling of such grain in accordance with the rules, but defer doing so until arrival of cars at unloading points and employ private samplers for that purpose, which in many instances is unfair to the seller, therefore be it

RESOLVED by this Ass'n, in convention assembled, that we urge upon the Terminal Market Committee of this Ass'n the necessity of taking up this subject with the purpose of requiring that resampling be done in accordance with the rules and by the State Grain Inspection Department.

PURCHASE CONTRACTS AND STORAGE RECEIPTS.

WHEREAS we are advised by our attorney, Clifford V. Cox, that there is a misunderstanding of the legal phases and responsibility of grain purchase contracts and storage receipts as shown by numerous forms that have been submitted to him by different members, therefore, be it

RESOLVED: That the matter be referred to a special committee with instructions to make up forms under the advice of attorney Clifford V. Cox, such forms to be printed and supplied to members of the Western Grain Dealers' Ass'n at cost.

AMBIGUOUS CONTRACT TERMS.

WHEREAS controversies have arisen and losses to members of this Ass'n have been incurred by contract terms not being specific, especially in sales of grain by grade for deferred delivery and by the use of such terms or types as "off grades," to apply on sale at market difference unless otherwise specified, or "cool and sweet," neither of which are in conformity with published grade rules, therefore, be it

RESOLVED by this Ass'n in convention assembled: That we protest against the use of such terms or any phrases that are not in conformity with understood rules of terminal markets and urge upon our members to require that contracts be specifically defined and that such contracts be plainly expressed and in a manner that cannot be misconstrued.

LOCAL MEETINGS.

WHEREAS it is the sense of this meeting that local meetings held in different parts of the State are of great benefit to the members of this Ass'n, therefore, be it

RESOLVED: That local meetings be held twice each year in as many localities as may be desired by the members.

APPRECIATION AND THANKS.

RESOLVED: That this convention extend a vote of thanks to the Commercial Club and people of Cedar Rapids for the courtesies and entertainment extended during the convention. Also, to the Western Union Telegraph Company for courtesies and providing market information during the sessions of the convention.

The words "private sampler" created much discussion, some of those present from Chicago feeling that it was directed against the Board of Trade official sampler. As this was not the intention the resolution was permitted to remain as read.

The discussion was then continued by Sec'y Wells, who said: I believe it would be impossible for a farmer to produce white corn where next to his is a field of yellow corn. He cannot safely contract his corn as white. I took this matter up with a large milling company and they replied that to increase the percentage of yellow permitted in grade of 3 white corn to more than 2% would be a serious detriment.

Mr. Gerstenberg: In the matter of white and yellow corn percentages, I would like to tell you of a good way to take a sample. Spread a handful upon a piece of paper. Count out 100 kernels without examining them, and then brush the others to one side. If your paper is white the different shades in the 100 kernels will show up clearly. You will find white, yellow and straw colored corn.

The nominating com'te reported the following nominees, each of whom was unanimously elected:

S. W. Wilder, Cedar Rapids, Ia., pres.; O. K. Morrison, So. English, Ia., vice-pres.; and the following as directors: E. M. Miller, Guthrie Center; L. W. Larson, Rolfe; F. E. Trainer, Ackley; Wm. Claussen, Wall Lake, and J. E. Kennell, Fremont.

The auditing com'te reported thru Pres.-elect Wilder, that the books of Sec'y-Treas. Wells had been examined and found correct, after which report Pres. Wilder and Vice-Pres. Morrison thanked the members and promised to serve to the best of their ability.

See der Rabids Observations.

Peoria sent two—J. C. Luke and

Henry L. Goemann came all the way from Mansfield, Ohio.

F. A. Derby, of the Derby Grain Co., Topeka, had quite a trip.

Chas. Quinn, Sec'y Grain Dealers National Ass'n, came from Toledo.

The automobiles of citizens were kept busy showing the city to visitors.

Pencils were distributed by Newill Construction & Mch. Co., Henry Rang & Co., Toberman, Mackey & Co., and Flanley Grain Co.

Market quotations were supplied at intervals of 15 minutes by Clement, Curtis & Co., Chicago, and H. F. White, mgr., of the local Western Union branch.

The flower girl at the Montrose sold more pink carnations than are ordinarily handled in a month. Practically every receiver present treated his shippers to flowers instead of—Cedar Rapids is said to be dry.

Handsome souvenir booklets on Cedar Rapids were distributed by the Commercial Club as the dealers were ready to depart from the city. This was the follow-up of that energetic body after two solid days of boosting for their city.

Some of the Directors and Officers W. G. D. Ass'n, 1916-17.



L. W. Larson, F. E. Trainer, Vice Pres. O. K. Morrison, Sec'y Geo. A. Wells, Pres. S. W. Wilder, Wm. Claussen.

C. H. Blanke, of the Blair Elevator Co., also had a long trip, coming from Atchison, Kansas.

Des Moines was ably represented by Max Patton, L. W. Gifford, John C. Lake and S. E. Squires.

Western Grain Dealers Mutual Fire Insurance Ass'n was represented by C. E. Stephenson, and O. H. Holland.

A. J. Wilson, formerly of Marathon, now of Spokane, Wash., was shaking hands with his friends in the trade.

J. A. Linderholm, repta. Crowell Elevator Co., C. W. Adams, W. J. Smittle, J. W. Holmquist, and O. E. Harris were among the Omaha delegates.

Many improvements to elevators and the purchase of much new machinery was reported by the dealers present. All said that 1916 looks like a banner year.

E. A. Armstrong, repta. W. M. Bell & Co., J. R. Murrell, Hugo Stolley, H. C. Shaw, A. L. Jacobs, Walter P. Bishop and J. C. Hensey were Milwaukee boosters.

John Dower, Superintendent of Weights, St. Louis Merchants Exchange, and H. A. Foss, Weighmaster, Chicago Board of Trade, were among the welcome visitors.

H. F. White, local mgr. of the Western Union, looked after the visitors at every point. C. N. D.'s were supplied wherever the dealers happened to be and uniformed messengers awaited their beck and call.

M. C. Bruce, of Bruce Bros. Grain Co., W. W. Simmons, of Earnst-Davis Grain Co., J. R. Tomlin, of Aylsworth-Neal-Tomlin Grain Co., E. R. Stripp, and F. O. Zimmerman said, "Kansas City is a mighty good market."

Rather easy for representatives of the Newell Construction Co., staying at home and letting the delegates call, but the weather was so nice that Chas. N. Ward, repta. Union Iron Works and Beall Improvements Co., Decatur, Chas. D. Sutton from the Chicago offices of Sprout, Waldron & Co., and N. C. Sinnott of Minneapolis, didn't mind the ride.

St. Louis delegates were G. C. Martin, Jr., and Frank Bubh, repta. Goffe & Carkner Co.; Ed. Jolidon, of Langenberg Bros. Grain Co.; "Billy" Klosterman, of Morton & Co.; Martin Mullally, of Martin Mullally Com. Co.; E. C. King, of Nanson Com. Co.; Erich Picker, of Picker & Beardsley; H. A. Von Rump, of Seele Bros. Grain Co.; H. F. Kerchum; G. N. McReynolds; Harry C. Noland; Zeb. Owings; Aderton Samuel; A. H. Stokes; and C. L. Wright.

Chicago sent a large delegation, among whom were P. S. Goodman, W. A. Fraser, H. T. Bickel, Geo. B. Marble and W. J. Ray, repta. Clement, Curtis & Co.; C. L. Douglas and J. A. Low, repta. E. W. Bailey & Co.; W. M. Christie, of J. H. Dole & Co.; Adolph Gerstenberg, A. J. Moore and J. DeCourcy, of Gerstenberg & Co.; R. W. Carder, of Hitch & Carder; J. H. Barrett, Harry Rogers, W. G. Kelly and A. B. Harlan, of Lamson Bros. & Co.; William Bates, of Nash-Wright Grain Co.; H. M. Paynter, and R. M. Reinertson, of W. H. Perrine & Co.; Geo. L. Stebbins and E. E. Rice, of Sawers Grain Co.; H. A. Rumsey, of Rumsey & Co.; H. R. Emerson, of Somers, Jones & Co.; Eugene Schifflin and E. C. Cool, of Phillip Schifflin & Co.; C. H. Thayer and W. M. Browning, of C. H. Thayer & Co.; J. J. French, of E. W. Wagner & Co.; A. H. Busch; A. J. Cameron; E. W. Day; W. A. Putnam;

J. W. Radford; J. S. Riordon; C. E. Timberlake; J. A. Waring; H. A. Wiese; J. C. Hensey; and R. F. Nicolai.

Among the Iowa Shippers Present were W. G. Austin, Austinville; W. J. Banning, Farlin; C. F. Beale, Vinton; N. S. Beale, Tama; C. F. and Wm. Behle, Fairfax; E. E. Billings, Grundy Center; W. R. Bloom, Klemme; J. L. Bonlik, Lisbon; G. G. Bowen, Searsboro; W. C. Boyle, Morning Sun; M. C. Brown, Sioux City; Clark Brown, Perry; S. A. Brush, Chelsea; A. W. Carver, Beaman; E. Crawford, Olds; J. A. Crew, West Branch;

Lee Davis, Scranton; M. E. DeWolf, Spencer; C. Donels, Shellsburg; L. O. Eaton, Watkins; W. J. Flala, Lisbon; Jno. Foley, Nichols; R. A. Frazier, Nevada; M. G. Goslin, Grundy Center; F. P. Hall, Clinton; C. E. Harris, Williamsburg; P. J. Harvey, Gowrie; A. D. Hayes, New London; B. M. Huntley, Boone; F. Hushka, Bradford; L. E. Johnson, Madrid; F. H. Jurgenson, Olin; C. S. Knudson, Industry; L. W. Larson, Rolfe; S. H. Lason, Oyens; T. H. Lines, Dike;

P. A. Martens, Manning; J. K. McGonagle, Washta; J. A. Miles, Scranton; A. L. Minehart, Deep River; F. D. Mohnike, Weaver; O. B. Moorehouse, Glidden; "Bill" Neill, New Sharon; C. H. O'Neill, Independence; A. R. Peterson, Atlantic; L. H. Potter, Allison; A. Rasmus, Mt. Union; W. E. Reynolds, Churdan; E. M. Richards, Pocahontas; J. Roach, Plainfield; I. E. Ryan, Decorah; G. Schissel, Vincent; H. L. Schmutz, Ladora; S. H. Stevenson, Conroy;

O. A. Talbott, Keokuk; D. W. Terrill, Lawnhill; J. A. Tiedman, Sioux City; I. J. Todd, Mediapolis; Fred E. Trainer, Ackley; H. W. Van Dyke, Winfield; F. C. Warnke, Maynard; E. J. Wiese, Burlington; R. E. Wenger, Guernsey; J. C. Winzeler, Tremont; J. G. Wray, No. Liberty; and Harlie Yost, Libertyville.

THE MEXICAN Government sisal monopoly withdrew prices Apr. 11, apparently in the expectation of an increase in the export tax at Progreso, Yucatan, of about \$5,000,000 for the benefit of the Carranza regime. The government commission having refused to fill orders the International Harvester Co. withdrew from the binder twine market. Alleging that the Harvester Co. withdrew from the market to force higher prices the Mexican monopoly on Apr. 17 agreed with the United States Senate to supply fiber to the Federal Trade Commission to be distributed thus by the United States Government to the twine manufacturers. The 125,000 bales now unsold and held by the monopoly will insure a sufficient supply of twine for the coming harvest in the United States.

FOREIGN BUYERS have been so impressed with the larger arrivals that they have lain back and refused to buy except on the declines. They are shutting their eyes to the enormous and ever increasing needs that obtain in Europe and even in the British Isles. They are pinning their faith to the Government Report figures on the last crop, the huge visible in this country and Canada, the Australian surplus and the hope that America will again produce another above-average crop. They fail to realize that the bulk of the visible is sold, either in the form of wheat or flour, that the unmillable report of our Government makes it certain that our carry-over will be a small one and that the outlook for winter wheat and present prospects in spring, suggests that the United States will raise a subnormal wheat crop this year. Canada is admittedly under a handicap of lack of labor and shortness of time in which to seed a normal acreage. They are actively canvassing the cities of the United States for 50,000 men for farm work and meanwhile their legislators are considering the advisability of passing a conscription act to force the million and three-quarters of able bodied men in the Dominion, into active war service abroad.—W. H. Perrine & Co.

Missouri and Illinois Dealers at Cairo

A joint meeting of the Southern Illinois and Southeastern Missouri grain dealers was held at Cairo, Ill., Saturday, April 15. The meeting was called to order in the Chamber of Commerce rooms by Oris B. Hastings, pres. of the Cairo Board of Trade.

Mr. Hastings, in his opening address, announced that the purpose of the meeting was to form a closer relationship between the dealers of the two sections and to discuss matters that were of vital importance to all.

J. A. Gunnell, sec'y of the Missouri Grain Dealers Ass'n, told of the work of his ass'n in bettering the conditions of the Missouri grain dealer.

E. B. Hitchcock, sec'y of the Illinois Grain Dealers Ass'n, told of the endeavors of his ass'n and particularly of the meeting of this body to be held in Decatur next.

Furnishing sacks to farmers was a topic that brought much discussion from all present. The Cairo grain dealers and the dealers present from Southeastern Missouri, the ones most interested in this evil, related sad experiences they had had and were keen to take steps to bring about its abolishment.

Oris B. Hastings pledged the support of the Cairo Board of Trade in any movement that would tend to bring about the abandonment of this policy, and assured the dealers that the Cairo Board of Trade would agree to any action taken by them.

Representatives of the railroads entering Cairo were present, and were asked to give their opinion of the agitation for port holes in roofs of cars. One of them classed the matter as a joke; none of them were in favor of it. These representatives also spoke of the relation of the carrier to the grain dealer.

The afternoon session adjourned at 4:40, and the automobiles of the Cairo dealers were pressed into service for a ride over the pikes in and about Cairo.

In the evening a smoker was held and the different topics of interest to the grain dealer were brot up for discussion. Mr. Hitchcock suggested that these joint meetings be held regularly.

On the motion of H. E. Halliday, which carried, a com'ite was appointed to urge the attendance of all the dealers in Southern Illinois and Southeastern Missouri at the joint meeting to be held at Cairo a month or six weeks later. This com'ite consists of O. A. Crenshaw, C. R. Hutson and R. C. Davis of Missouri and Ira Hastings, W. L. Duncan and H. E. Halliday for Illinois.

BERT A. BOYD is sojourning in Cuba, and the picture postals his friends are receiving show a working knowledge of the Spanish language. Bert is getting his fill of goats' milk and pineapple flip.

MALT EXPORTS of the United States jumped from 330,000 bushels for the 12 months preceding the war to 2,153,000 bus. for the first 12 months of the war. The value increased from \$270,000 to \$2,301,535. Italy, Sweden, Argentina, Brazil, and the Philippines imported malt from the United States for the first time in the 12 months ended July 1, 1915. Brazil was much the largest customer of the year, taking 600,000 bus. and Argentina was next with 336,000 bushels. The only country the exports to which fell off was Canada; the Dominion received 83,000 bus. compared with 161,000 bus. in the preceding year.

Grain Carriers

TRAFFIC on the Erie Canal is expected to commence about May 15.

THE SOUTHERN RY. has ordered 3,250 box cars, 1,500 for use on the Mobile & Ohio.

FOUR BOATS with over 80,000 bus. corn left Chicago April 19 for eastern lake ports, chiefly Port Huron and Port Colborne.

A FLEET of 16 grain boats left the Superior lake head Apr. 22 for Buffalo and Georgian Bay ports. The total capacity was 3,250,000 bus.

A SYNDICATE to operate the 100 or more German ships interned in the United States and other countries is being financed by E. N. Breitung.

THE B. & O. EMBARGO on rye and barley for export thru Baltimore from connections west of Pittsburgh, Belaire and Wheeling, has been raised, effective midnight, April 19.

CONTRACT has been placed for the construction of the new Pennsylvania railroad line between Ben Davis, Ind., just outside Indianapolis and Franklin, Ind., involving a sum of \$4,500,000.

THE WHALEBACK STEAMER J. C. Colgate with a cargo of wheat for Buffalo, left Superior, Wis., Apr. 22. The Colgate is the first vessel to leave the head of the lakes for lower lake ports this season.

CARS are very scarce here most of the time when grain is moving, and what cars we do get are as a rule in poor condition; but what can you expect of the Missouri Pacific.—Geo. J. Barth, Lorton, Neb.

THE BIG CAR FERRY Wawatan has been chartered to get thru the Straits of Mackinac if possible, and the steel steamer Nevada of the Goodrich Line has been chartered to cut a channel to Escanaba, Mich.

THE FIRST LEHIGH VALLEY line boat of the season left Chicago Apr. 22. With the exception of this line, the Canada Atlantic liners will be the only line operating lake and rail that will do business from Chicago this summer.

THE INTERSTATE COMMERCE COMMISSION has granted the Milwaukee Chamber of Commerce permission to intervene in behalf of the Grand Trunk Ry. of Canada in its application to continue operation of its lake steamers under the Panama Canal Act.

CORN NOW LOADED in cars and held on tracks of the Pennsylvania Ry. east of Pittsburgh and Erie, also corn in No. 2 elvtr. at Baltimore, may go forward to Canton elvtrs. for drying and storage, is the recent announcement of the Pennsylvania Ry.

NO CONGESTION of grain exists now at any railroad terminal of New York, but railroads are exercising great care in authorizing new shipments, both domestic and export billed, while the Pennsylvania and Lehigh Valley are still embargoed.—L. W. Forbell & Co.

REPARATION was allowed the Darragh Co., Little Rock, Ark., for unreasonable charges for the transportation of oats in carloads from Milburn, Okla., and corn chops in carloads from Council Bluffs, Ia., to Aubrey, Ark., milled in transit at Little Rock, Ark., by the Interstate Commerce Commission, on hearing the company's complaint brot against the C. R. I. & P.

THE OMAHA GRAIN EXCHANGE has protested to the Interstate Commerce Commission against alleged discrimination in favor of St. Louis by ordering lower rates on blackstrap molasses, used in connection with grain for feed from Mobile, Ala., and from New Orleans and other Louisiana points.

THE INTERSTATE COMMERCE COMMISSION has scheduled grain rate hearings as follows before Examiner La Roe: At Salt Lake, Utah, May 29, the Utah-Idaho Millers & Grain Dealers Ass'n, v. the Denver & Rio Grande railroad; at Colorado Springs, June 3, Seldomridge Grain Co. v. A. T. & S. Fe.; at Denver, June 5, export grain from Colorado.

A HEARING on the Pomerene Bill for a uniform B/L was given to the railroad companies Apr. 25 by the House Com'te on Interstate and Foreign Commerce, Judge Adamson, chairman. In rebuttal the shippers reserved the address of Francis B. James rep. the American Bar Ass'n, who was to have spoken before the com'te two weeks ago, and he attended the Apr. 25 meeting.

BREAKING HER WAY thru two miles of ice outside the breakwater, the steamer Briton, from Duluth, arrived at Fort William Sunday morning, Apr. 16. The Briton is the first boat to enter into the terminals this year and was the last out last fall, sailing Dec. 24 for Duluth, where she wintered. She will load 120,000 bus. of screenings from Davidson & Smith's elevator for the Gould Grain Co., of Duluth.

THE B/L COM'ITE of the National Industrial Traffic League had a conference with carriers in Washington recently, at which various changes in the present uniform B/L, arising from the passage of the Cummins act, whereby railroads can no longer exempt themselves from payment of the value of property lost or destroyed, were taken up for discussion, together with several changes suggested by shippers.

THE CAR REPORT of the American Railroad Ass'n for Apr. 1 shows aggregate surpluses of 46,921 cars, which is about 4,000 greater than the number reported on March 1; and aggregate shortages of 43,271, which is 19,000 less than the shortage one month previous. This is the largest shortage reported in April since 1907. The present box car shortage appears to be most pronounced in northwestern and central freight ass'n territory.

THE PETITION of RAILWAYS to increase demurrage rates to \$1 per day for the first three days after 48 hours free time, and \$2 per day thereafter, the increase to extend up to and including June 30 was refused by the New Jersey Utility Board, on the ground that the statute governing demurrage charges was reasonable, and because the board was of the opinion that it should not, because of temporary congestion of traffic, approve a rule inconsistent with the statute.

THE INTERSTATE COMMERCE COMMISSION recently resuspended until Oct. 30 the withdrawal by the New York Central and Michigan Central railroads of existing transit rates on grain at Buffalo, N. Y., and Toledo and Bryan, O., when the grain originates at stations on or when received from the Chicago & Alton, Pennsylvania, Pittsburgh, Cincinnati, Chicago & St. Louis, Toledo, Peoria & Western or the Vandalia Rys. These tariffs were previously suspended from Jan. 1 and 3 last, but the Commission has not had time within which to complete its investigation into their reasonableness.

THE ICE BREAKER Algoma arrived at the Soo April 17, after cutting its way northward thru the heavy ice. Navigation to and from Lake Superior has opened and from now on a big stream of wheat is expected to be shipped east from Duluth and the Canadian ports.

FINAL HEARING on the uniform B/L drafted by the National Industrial Traffic League on account of objections to the standard B/L, was recently begun by the Interstate Commerce Commission. Various hearings held from time to time in different cities by examiners have brot the views of the shippers from all sections before the commission.

REFUSAL of the Alabama & Vicksburg Ry. to establish and maintain transit arrangements at Meridian, Miss., on cottonseed cake and meal shipped to that point from points in various states, there to be ground, graded, and sacked and shipped to various interstate destinations, which formed the basis of a complaint filed with the Interstate Commerce Commission by the Meridian Grain & Elvtr. Co., Meridian, Miss., was not found unjustly discriminatory by the commission, which, therefore, dismissed the complaint.

REFUNDS FOR OVERCHARGES on grain shipments have been ordered by the Interstate Commerce Commission as follows: The Southern Ry., to Dan Valley Mills, \$427.12 on grain from the West to Lynchburg, Va., May and July 1908; \$516 on grain shipped from the West to Lynchburg and milled in transit at Danville, in April; \$360 on grain from the west to Lynchburg in May, 1908; to Jas. I. Pritchett, \$384.30 on grain from the west to Lynchburg, April and June, 1908; \$185.07 for the same reason, July 30 to Aug. 3, 1908; C. M. & St. P. railroad to P. B. & C. C. Miles, Peoria, Ill., \$65.86 on corn from Sacred Heart, Minn., to Peoria, Feb. 21, 1914; Illinois Central to Henry A. Klyce, \$5. on corn from Kevil, Ky., to Mahan, Miss.; M. K. & T. railroad to C. V. Fisher Grain Co., Kansas City, Mo., \$12.42 on corn from Pleasant Dale, Neb., to Franklin, Mo.; Douthat Riddle Co., Southern Railway, \$38.86 on grain from the west to Lynchburg, June, 1908.—P.

THE LATEST FREIGHT EMBARGO placed on all freight when consigned to "order notify," by the New York, New Haven & Hartford Ry., met with great opposition among business men and especially grain dealers in Boston, who looked upon the embargo as especially drastic and demanded immediate relief, as shipments from the west are quite generally billed on the "order notify" plan. The Chamber of Commerce of Boston, at a special meeting, lodged a protest against the embargo. At a meeting of the Eastern Freight Accumulation Conference in New York a discussion of the case resulted in a modification of the embargo to the extent that it does not apply in the case of "sight draft to order" shipments, if billing bears notation that the shipment is under "sight draft" and accords with similar indorsement on the B/L issued at point of shipment. This modification will give partial relief to the situation, as it is intended to let the grain go thru that is shipped subject to "sight drafts," which are payable as soon as they are presented. Nothing more would be required if all grain were delivered on such orders, but the wholesaler sells to a jobber on an "arrival draft," which is payable when the freight arrives, and the modification in the embargo does not yet allow the shipment to go on the "arrival draft" order.

THE CANADIAN FREIGHTER Glen Lyon, with a grain cargo, was the first boat to reach the Soo from the head of the lakes, locking thru at 6 P. M., Apr. 23. It reported the upper river full of boats up-bound and downbound fleet coming along slowly on account of the fog.

AN INCREASE IN RATES applying to grain milled in transit at Minneapolis, of approximately 5 per cent from Iowa, Minnesota, South Dakota, and other northwestern states to points in the middle west, has been attacked as unwarranted by Minneapolis milling companies who have petitioned the Interstate Commerce Commission to set aside the increase. Reparation for alleged excessive freight charges paid was also asked for.

A FREIGHT TRAIN of 40 cars loaded with grain and en route to Portland, Me., for export shipment met with a mishap when a brake beam on one of the cars broke at Stone Dam, five miles from North Stratford, N. H., Sunday afternoon, Apr. 17, and 19 of the cars tumbled over the embankment, leaving a pile of wreckage and traffic over the Grand Trunk Ry. main line from Montreal was at a standstill for several hours until the wreckage could be cleared away.

THE INTERSTATE COMMERCE COMMISSION has authorized the Wis. & Nor. Ry. to establish rates on grain from Minneapolis and St. Paul, when originating beyond, to Shawano, Wis., the same as rates via other lines; also rates on grain from Shawano to Minneapolis, St. Paul, Camden Place, N. St. Paul and points in Minn., the same as in effect via other lines, and rates on grain between New Richmond and Somerset, Wis., and Shawano via Withrow, Minn., the same as in effect between New Richmond and Shawano via other lines, and to maintain higher rates at intermediate points, Lehigh to Thornton, Wis.—P.

TWO RIVER GRAIN CARRIERS have been authorized built by the Port of Astoria Commission for transporting grain from territory tributary to the Columbia and Snake rivers in Washington to Astoria, Ore. They will operate between Astoria and Priest Rapids on the Columbia, and Lewiston on the Snake river, and will be the largest freight carriers ever operated above The Dalles. The hull will be 210 feet long and 35 feet beam, will draw 22 inches light, four feet with 450 tons and six feet with a maximum load of 650 tons. Fixed and portable conveyors driven by electricity will be installed on each boat for the quick and economical handling of grain.

THE SPRING MEETING of the National Industrial Traffic League was recently held in Baltimore at the Hotel Belvedere when the B/L subject had a prominent place in the discussion. This subject was taken up in Washington on April 10 at a meeting of the league com'te of which D. F. Hurd, traffic commissioner of the Chamber of Commerce, Cleveland, is president, with a representative of the Interstate Commerce Commission. J. C. Lincoln, manager of the traffic bureau, Merchants Ass'n, New York City, was an active participant in the proceedings. J. S. Brown of the Board of Trade of Chicago, C. J. Austin of the New York Produce Exchange, Charles Rippin, Merchants Exchange, St. Louis and W. A. Sproull, Chamber of Commerce of Philadelphia, were present. The Baltimore Chamber of Commerce provided a harbor trip in order to show the railroad terminals to the visitors, the various waterfront storage warehouses, open and covered piers, ferry slips, car floats, etc.

A. B. Crouch a B/L Forger.

Grain dealers of the Southwest will regret to learn that A. B. Crouch has disappeared, leaving his financial affairs much involved.

Mr. Crouch was active in promoting the interests of the trade, was a devout member of the Presbyterian church, and neither smoked, chewed tobacco or drank intoxicants. He was one of the most popular business men of Temple, Tex. Mr. Crouch was in Fort Worth March 9 and 11 and is said to have gone from there to New Orleans. For a week he had not been seen at the office of the company at Temple, Tex., and a letter addressed to his brother, found in the office safe, stated he had "lost such a large amount of money in speculations recently that I can not face the situation and will never be seen again in Temple alive." Dealers at Fort Worth say they have known of Mr. Crouch losing on some big contracts.

The company operated separate branches at Fort Worth and Oklahoma City.

His liabilities were found to be \$200,000, and the Temple office was closed March 13. Later forged Bs/L and checks amounting to \$75,000 turned up, and it was discovered that Mrs. Buchanan also had disappeared. The woman was traced through her baggage to Chicago. The banks placed the matter with W. J. Burns International Detective Agency.

Hugh Smith, sheriff of Bell county, Texas, offers a reward of \$250 each for Mr. Crouch or Mrs. Buchanan, who are wanted for forgery and felony swindling at Temple, Tex. A portrait of Mr. Crouch is given in the engraving. He is described as 36 years of age, 5 feet 10 or 11 inches tall, 155 to 160 lbs. weight, fair complexion, blue eyes, light brown hair, plain and neat in dress, erect in carriage. A birthmark on left or right knee is about the size of a quarter, dark in color.

THE JOURNAL is full of interesting reading, which is very useful to shippers. I like the Journal very much, and think it the best of all.—W. B. Essick, South Bend, Neb.



A. B. Crouch, formerly of Temple, Tex.

Program Illinois Ass'n Meeting.

Following is the program of the 23rd annual convention of the Illinois Grain Dealers' Ass'n to be held at the Orlando Hotel in Decatur, Ill., Tuesday and Wednesday, May 9th and 10th:

TUESDAY, MAY 9, 9:00 A. M.

Call to Order by the President.
Invocation—Rev. C. E. Jenney, Decatur.
Address of Welcome—Hon. Dan Dinneen, Mayor.
Response—Vice-President J. B. Stone, Mattoon.
Secretary's Report — E. B. Hitchcock, Champaign.
Treasurer's Report — Chas. C. Miles, Peoria.
Report of the Finance Committee—Chairman T. E. Hamman, Milmine.
"Good Roads"—Hon. A. D. Gash, Chicago, President of the State Highway Commission.
"Grain Litigation From the Country Shipper's Viewpoint"—Attorney Clyde H. Walker, Champaign.
Discussion.
Appointment of Committees.

TUESDAY, MAY 9, 1:30 P. M.

President's Annual Address—Victor DeWain, Warrensburg.
"The New Pan Americanism; Its Mighty Meaning to Illinois"—Hon. John Barrett, Washington, D. C., Director General The Pan American Union.
Reports of Standing Committees by the Chairmen of Each:
Arbitration—H. A. Hillmer, Freeport.
Executive—E. M. Wayne, Delavan.
Legislative—Lee G. Metcalf, Illinois.
Traffic—J. C. Aydelott, Pekin.
Scales—Frank Jones, Ridge Farm. (Followed by a talk on Scale Inspection by Chief Inspector Geo. J. Betzelberger, Delavan.)

Claims—F. S. Larison, El Paso. (Supplemented by a statement concerning the association's test suits by Attorney R. P. Vail, special counsel engaged by the committee for the prosecution of "non-leaking car" litigation.)

Illustrated Address—"Handling the Grain Crops of the World"—Dr. J. W. T. Duvel, Washington, D. C., Crop Technologist in charge of Grain Standardization, U. S. Department of Agriculture.

WEDNESDAY, MAY 10, 9:00 A. M. Members' Forum.

Round-Table Discussion — "Topics of General Interest to the Country Shippers of Illinois"—G. H. Hubbard of Mt. Pleasant, ex-president of the ass'n, presiding. (Any country shipper member will be recognized during this period to present any information or question of general interest, each being allowed 3 minutes for his subject. It is hoped the response will be general and that many live topics will be brought up.)

Round-Table Discussion—"The Principal Terminal Markets of the United States"—J. W. Radford, Chicago, Chairman Committee on Trade Rules, Grain Dealers' National Ass'n, presiding. (The important exchanges have been invited to send representatives who will be allowed 3 minutes each in which to tell about the advantages of their markets, and these talks will be followed by general open discussion of each market for which a representative appears.)

Report of the Resolutions Committee—U. J. Sinclair, Ashland.
Report of the Nominating Committee.
Election of Officers.
New Business.

(It is planned to adjourn the convention by Wednesday noon, and only an unexpectedly heavy amount of business will carry it over into the afternoon.)

ENTERTAINMENT PROGRAM.

Tuesday afternoon, May 9, 3 to 5 o'clock — Reception for the visiting ladies at the Decatur home of Secretary Hitchcock, his aunt, Mrs. Frank L. Evans, being hostess.

Tuesday evening, May 9, 8:00 o'clock, Hotel Orlando Convention Hall—Smoker, buffet lunch, vaudeville, speaking and a dance. For all. President Lee G. Metcalf, Grain Dealers' National Ass'n, will preside, and Mr. James A. Fatten of Chicago and Attorney Wm. R. Bach of Bloomington will speak.

Wednesday, May 10, 10 a. m.—Auto ride about the city. For the visiting ladies.

Wednesday noon, May 10—Demonstration luncheon by the Domestic Science Department, James Millikin University. For the visiting ladies.

Wednesday, May 10, 2:00 p. m.—Recital in Kaemper Hall, J. M. U., by members of the faculty of the Millikin Conservatory of Music. For all.

Seeds

ROCKFORD, O., April 15.—Clover is about 60 per cent frozen out here.—W. E. Doran.

THE WEBBERKING IMPLEMENT & SEED Co. has engaged in the seed business at Waterloo, Ia.

GALESBURG, ILL., Apr. 20.—Seed corn scarce.—E. Larimer, mgr. Farmers Galesburg Elvtr. Co.

D. J. POWERS of Battle Creek, Mich., has sold his interest in the Powers Seed Co. stock to C. B. Powers, who will continue the business as before.

THE ARBITRATION SEED COM'ITE of the Milwaukee Chamber of Commerce, recently appointed for the ensuing year is composed of John V. Lauer, Fred W. Kellogg, Walter C. Holstein, Hugo Teweles, and L. J. Beck.

DIETRICH, ILL., Apr. 7.—We do not look for a big demand for any kind of seed, as spring is late. We have had a fair trade for several weeks. Timothy and redbud are all out of farmers hands in this section.—J. M. Schultz.

F. A. GUERNSEY & Co., INC., has been formed at Schoharie, N. Y., for the purpose of engaging in the seed business. Capital stock amounts to \$25,000. F. A. Guernsey, N. R. Guernsey, E. R. Rockefeller, all of Schoharie, were the incorporators.

THE INDIANA-ILLINOIS Seed Wheat Co. has been formed at Indianapolis, Ind., with a capital stock of \$5,000, to act as agent for buying, selling and dealing in wheat, corn and other farm commodities. The directors are A. D. Warren, F. F. Warren, T. S. Barr and J. B. Jewell.

THE QUALE-JOHNSTON Co., of Eugene, Ore., intends to install a mill this summer for the cleaning of clover seed. At present there are no clover cleaning mills in Eugene or nearby, but the value of clover as a legume furnishing nitrogen to the soil is rapidly increasing the acreage of clover in that territory, and the demand for cleaned seed is growing.

THE PRODUCTION of sunflower seed in Missouri in 1915 is estimated at 3,600,000 pounds, from 8,000 acres, making an average yield of 450 pounds per acre. The wholesale price was about 3½ cents per pound. The census of 1910 reported 4,731 acres of sunflower seed in the entire United States, making 63,677 bushels (about 1,528,000 pounds), valued at \$58,318.—Buro of Crop Estimates.

TOLEDO, O.—April clover has been a comedy for the bears and a melodrama for the bulls. Big imports has been the leading man. He caused consumers to smile and large seed dealers to shed a few tears. Some hedged against their stocks and have enjoyed the show better than the philanthropists who loaded up early on the short crop in the states near here. Next Saturday will be final judgment day on the April shorts. Season is late but liable to end abruptly. Low grade seed is almost unsaleable. Stock here is nearly all prime. Cash still commands a premium. Next week cash and April must be more friendly and get together. There are more open trades now in April than usual at this late hour. Longs are more scattered than the shorts. Markets may be erratic. Much will depend upon how the cash demand holds out.—C. A. King & Co.

SIDNEY, O., April 12.—A great deal of clover and alfalfa is frozen out here.—Sydney Grain Co.

INDIANAPOLIS, IND., Apr. 24.—About 50% of the clover in Central Indiana is frozen.—Indiana Seed Co.

TOLEDO, O.—Chief influence on the price of clover seed for October delivery is the weather. Prices will fluctuate with growing conditions. The growing season is a long one. Summer rains and fall "drys" must be timed with accuracy to prevent damage. The central states are still the great clover region. The western states are comers. Idaho is a big producer. Cut considerable figure the past year. Foreign conditions will bear watching. Damage to the crop which occurs practically every year, is considered by Bulls as insurance against serious setbacks early in the season. History bears them out.—Southworth & Co.

TOLEDO, O.—The price of old crop clover seed started around \$8, soared to nearly \$14, and now back nearly where it started. Can you beat that for action? Many bulls lost out after having handsome profits. They were influenced too much by their own surroundings, and failed to figure correctly on the foreign and far west situation. That is ancient history. Everybody knows what happened. Question now bothering present holders, will the cash demand hold out? Been pretty vigorous and heavy so far this month. Stocks here have shown big shrinkage, but there is still some left. We would say 9,000 bags still here today. Not so much, but enough if nobody wants it at the windup. October, the new crop, will act as a stabilizer. Just enough crop damage reports sifting in to keep prices close to \$9.—J. F. Zahm & Co.

LONDON, ENGLAND, Apr. 10.—The improved demand for agricultural seeds is increasing. Farmers and dealers are evidently alive to the importance of getting their seeds home to be ready for sowing when required, a necessary precaution in these days of transit delays. Red clover market unchanged for best grades; in buyer's favor for medium and low grades. White clover and alsike steady, unchanged. Trefoil favors buyers. Lucerne scarce and dearer. Sainfoin and kidney vetch unchanged. Ribgrass scarce, and probably for the first time in history, dearer than trefoil. Mustard scarce and dearer. Rape seed firm. The new Dutch seed referred to in our last report has now arrived, it is a magnificent sample. Tares quiet. Cocksfoot unchanged. Timothy scarce and dearer. Italian ryegrass very scarce and considerably dearer on the week. Perennial ryegrass firm for spot seed. Natural grasses firm all round, some varieties getting into a very small compass.—C. W. LeMay & Co.

A BIRD CENSUS will be taken in May and June by the U. S. Dept. of Agriculture with the aid of volunteer enumerators. Later we may expect a well printed bulletin on how to do away with the middleman in handling chicken feed and canary seed from the farmer to consumer.

C. O. DRAYTON, head of the Farmers' Equity Union National Organization, has been sued for \$35,000 by Herman Hobbble of Liberal, Kan., on account of articles which appeared in the Equity Union, the official magazine of which Drayton is editor, in regard to an audit made by Hobbble of the books of a store of the Union at Guymon, Okla., and which Hobbble considered a libel.

New Storage Demurrage Charges Meet Opposition.

Complaint in the east is general against the new storage demurrage and public warehouse charges, which have been filed by the railroads serving eastern ports under special permission of the Interstate Commerce Commission, to become effective on short time notice, beginning Apr. 8 and running thru to May 8, apparently for the purpose of arriving at some satisfactory solution of the congested conditions at the terminals. Commercial bodies, however, feel that trade will be seriously menaced by these tariffs, which involve some extraordinary changes.

The most important changes at New York is in Rule 14, which has been changed to read as follows:

"Railroad elevator or boat charges for receiving, weighing and storing grain, NOT graded grain, or identity preserved grain, will be: For the first 10 days or any part thereof, ¼¢ per bu. and ½¢ per bu. for each subsequent period of 5 days or any part thereof, except on export grain as provided in Rule 14 (a) and insurance will be placed at expense of the owner, unless otherwise ordered.

(a) On export grain ordered on storage or held on storage under rules of the New York Produce Exchange, 10 days' free storage will be allowed in elevators or in cars awaiting unloading into elevators, computed from the first 7 a. m. following date of arrival at Jersey City, N. J., and date of notice of arrival to consignee, and after the expiration of such free storage period, the charge for storage in elevator or in cars will be ¼¢ per bu. for each period of 5 days or any part thereof, until the expiration of 60 days from such date of arrival and notice of arrival to consignee, after which the charge will be ¼¢ per bu. for each period of 5 days or any part thereof, until the expiration of 120 days from such date of arrival and notice of arrival to consignees, after which the charge will be ½¢ per bu. for each period of 5 days or any part thereof. This rule will apply upon export grain handled direct from railroad elevator or grain boat to ocean vessel through floating elevator or from railroad elevator direct to ocean vessel.

(b) On grain in bulk, placed in Lehigh Valley Railroad elevators, Jersey City (National Docks), N. J., and subsequently delivered to drays, 72 hours' free time in elevator will be allowed from date of warehouse receipt (exclusive of Sunday and full legal holidays), after which time the charge will be ¼¢ per bu. for the first 10 days or any part thereof, and ½¢ per bu. for all subsequent periods of 5 days or any part thereof.

A strong protest against the new tariffs of Baltimore railroads covering track and elevator storage charges has been sent to the Interstate Commerce Commission by the Baltimore Chamber of Commerce, charging that these tariffs are arbitrary and unreasonable, prejudicial to and destructive of the grain interests of that port and of the country generally, and requesting that they be suspended.

The track storage charges, effective Apr. 10, apply from 7 a. m. of the day after notice of arrival at Baltimore, when grain is loaded into elvtrs., and charges are continuous from first 7 a. m. after notice, and if ordered direct from track to vessel, charges cease at 7 a. m. of the day the vessel is ready to receive the grain.

At the present time, after the expiration of the first 20 days, a charge of ½¢ cent per bu. is made for each succeeding period of five days. The new tariff proposes the following periods and cumulative rates of storage after the expiration of the first 20 days:

Storage for each period of 5 days, or any part thereof, for the 8 periods after the expiration of the first period of 20 days, ¼¢ bu. Storage for each period of 5 days, or any part thereof, for the next succeeding 12 periods, ½¢ bu. Storage for each succeeding period of 5 days, or any part thereof, ¾¢ bu.

The Northwestern Automatic Scale.

The purpose of an automatic scale is to weigh all commodities handled in bulk, such as grain, flour, feed, etc., accurately without the necessity of keeping a record of each individual draft.

The miller uses an automatic scale to weigh wheat to his rolls so that at the end of each day's run he knows to a pound just how much wheat he has ground to produce a certain amount of flour.

The elevator man needs a scale for many reasons. In weighing out a car of grain by the old method it was necessary for a man to stand by the scale at all times so as to shut off the flow of grain when the hopper was full. He then had to weigh each hopper full and mark down the weight. Many errors, and expensive ones, were the result, as no man is infallible, and mistakes were made in recording the weights. As a result the shipper lost. With an automatic scale it is only necessary to open a chute and allow grain to flow into the hopper above the scale; the scale both weighs and tallies automatically so that when the car is loaded it is only necessary to read the tally and shipper has an accurate record of the grain loaded into the car. In case of a shortage in transit, shipper is in a position to make an affidavit as to the exact amount of grain in the car, and the railroad must settle the loss.

The Northwestern Automatic Scale is the result of many years of study and experimental work by a practical miller and grain man assisted by a corps of engineers and expert scale men whose one idea was to build a perfect automatic grain scale, combining all the attributes that go to make a practical scale, which are, Accuracy, Simplicity, Durability, Ease and Speed of operation.

The Northwestern Automatic Scale uses a tilting bucket, and discharges its contents through the same opening thru which it receives it.

The scale beam is of the even balance type requiring the same number of pounds of grain to operate it as there are pounds

of weights in the weight box. This is the method of weighing used by the U. S. Government for weighing and standardizing all weights, and is the only method of weighing used where the utmost accuracy must be obtained. The center of the beam hangs on specially treated hardened steel self-cleaning knife edges. The beam at one end supports the weight box, and at the other end the bucket—both weight box and bucket being carried on knife edges the same as the beam.

The capacity of the scale is governed by the number of weights used in the weight box. On the 1500 bushel per hour scale 200 pounds of weights are placed in the weight box, which must be offset pound for pound by grain in the bucket before the scale can discharge its load.

The flow of grain is controlled by two cut-offs, the cut-offs being operated by the action of the bucket. When the bucket is in an upright position the cut-offs are held open by two cut-off carrier straps one on each side of the bucket. The force of the grain flowing into the bucket partially raises the weights in the weight box at the other end of the beam, closing the main cut-off, and allowing a dribble stream to flow until there is just 200 pounds of grain in the bucket bringing the weight beam to a perfect level, at which time the second cut-off closes, tripping the bucket, and allowing it to tip and discharge its load. The action of the two cut-offs is quick and positive, cutting through a heavy stream of grain as easily as thru a light one. It is for this reason that the scale will break on an ounce every dump weighing either wheat, barley or flax, the lightest oats or heaviest wet corn.

The bucket turns on double ball bearings which are enclosed in dust proof cases. These bearings are large enough to support ten times the maximum load ever weighed at one time. The bucket being placed off center the weight of the grain turns it over discharging the load and by means of a counter balance weight it returns to an upright position opening the cut-offs at the same time that the bucket locks itself to receive another load.

Each scale is equipped with an automatic reset tally so that if desired it can be set at zero before starting to load each car, thus removing all danger caused by subtracting the dumps in each car from the total number on the register.

One of the most important features of the scale is that it is so constructed that if the elevator man cannot take away the grain as fast as the scale weighs, and the grain backs up to the scale, the bucket will remain turned over until the grain is gradually carried away, at which time the bucket will return to an upright position, and the process continues.

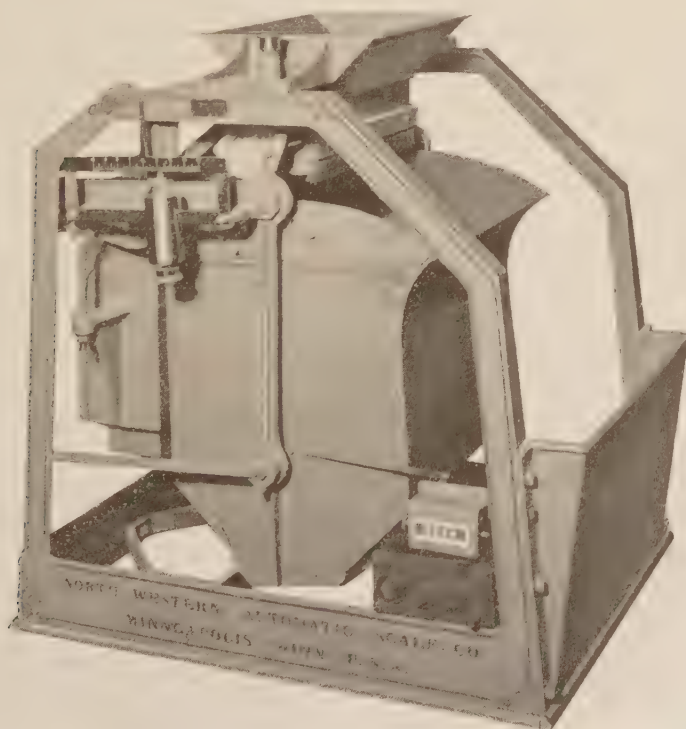
A very neat and simple poise weight takes care of the dribble, or that grain which is suspended in the air, with the utmost accuracy. Users can also see that the "Northwestern" is giving correct weights by this poise weight as it takes only a few seconds to test the scale. A very important feature about the scale is that there is nothing about it that requires lubrication; no cams, gears, or machinery of any kind, that can become gummed up with dust or oil.

The Northwestern's great speed of operation is made possible by the use of a novel dribble arrangement. This device makes the successful use of a dribble stream of less than two seconds' duration possible. The short dribble stream not only adds greatly to the capacity of the scale, but it also serves a second and all important purpose, that of eliminating the danger of clogging the dribble opening when very light or dirty grain is to be weighed. Practical grain men will readily understand that while such light and dirty grain will run for one or two seconds thru an ordinary dribble opening it will often refuse to do so for a period of five to ten seconds. This allows the user to weigh a car of wet corn and immediately weigh a car of light oats without any adjustment whatsoever. In fact, there is nothing to adjust. The scale is as its name implies—purely automatic.

Simplicity of construction is of the utmost importance in building an automatic scale. The "Northwestern" is simplicity personified. Many automatic scales are purchased and operated by men of no mechanical knowledge who demand that a scale operates without attention on their part. To such men as these the simplicity feature is quite apparent. A few minutes observation will place any man in full knowledge of the functions that every part of the scale has to perform. This will be appreciated by all grain men who have had experience in operating automatic scales.

The scale is built strong and durable. The simplicity of the machine allows of the very finest materials being used in its construction without making the cost prohibitive, and as a result will last for years even with the severest use. The scale is built in various sizes, and for all purposes. The construction of all the scales is the same. The design is gracefully symmetrical—all appearance of clumsiness and top-heaviness having been done away with, and it is sold under a rigid guarantee to give perfect satisfaction.

THE GOVERNMENT'S DISSOLUTION SUIT against the Quaker Oats Co., accusing that company of effecting an illegal combination thru its purchase of the Western Cereal Co., thus violating the Sherman Act, was dismissed recently by the United States Circuit Court of Appeals at Chicago. The Department of Justice will take an appeal to the Supreme Court.



Grain Trade News

ARIZONA

Tucson, Ariz.—The plans for our 75,000-bu. concrete elvtr. are now being drawn by the Burrell Engineering & Construction Co.—Eagle Mfg. Co.

ARKANSAS

Yarbro, Ark.—The elvtr. of the Yarbro Grain Co. was threatened with destruction Apr. 12 when a fire started in a shuck pile east of the plant.

Little Rock, Ark.—Dan Daniel, of the Dan Daniel Grain Co., and pres. of the Grain Exchange, has announced his candidacy as mayor of Little Rock.

CALIFORNIA

Woodland, Cal.—The Globe Mfg. Co. will convert its flour mill here into a rice mill at a cost of from \$15,000 to \$20,000.

Chowchilla, Cal.—The elvtr. I will build will be the first to be erected in this state for public use. This town is in Madera County on the main line of the Southern Pacific R. R. and also has trackage on the Chowchilla Pacific R. R. Regular standard elvtr. equipment will be used.—W. C. Colley.

CANADA

Ft. William, Ont.—Guy & Co. will build an elvtr.

Goderich, Ont.—W. L. Horton, mgr. of the Goderich Elvtr. & Transit Co., died recently.

Petersboro, Ont.—The Campbell Flour Mills Co., Ltd., of Toronto, will build an elvtr. and storehouse at this point.

Avonlea, Sask.—I am now with the North Star Grain Co., Ltd., at this place.—P. E. Kohler, formerly at Readlyn, Sask.

Ft. William, Ont.—The Ogilvie Flour Mills Co., Ltd., is planning to build an addition to its plant at a cost of \$175,000.

Ft. William, Ont.—The recently incorporated Great Lakes Terminal Elvtr. Co., of Winnipeg, Man., will build a large terminal elvtr. here.

Ft. William, Ont.—The Canada Starch Co., Ltd., is considering the erection of a marine leg for unloading corn from vessels directly into its storage bins.

Ft. William, Ont.—Contract has been let by the Model Elvtr. Co., Ltd., of Winnipeg, Man., for a 500,000-bu. concrete and steel elvtr. It will cost about \$250,000 and will be completed by Sept. 1.

Toronto, Ont.—The price com'te of the grain section of the Board of Trade has been having some warm sessions lately. A definite split in opinion culminated Apr. 12 in a deadlock, as a result of which no official quotations were issued. The difference in opinion was as to what basis should be adopted for quotations. One side held that quotations should be made on the basis of actual transactions or bid prices, while the other side held that the asking price should figure in quotations.

Regina, Sask.—We continue to be inundated with requests to build elvtrs. at various stations in time for the 1916 crop, but we shall be able to build only about 30 elvtrs. this year. These will be located at the following points: Abbey, Battrum, Bradwell, Chamberlain, Dummer, Dewar Lake, Edam, Greene, Girvin, Hazenmore, Kinistino, Kenaston, Lovernna, Muenster, Meyronne, Macrorie, Pennant, Pambrum, Radisson, Smiley, Shaunavon and Wiseton.—Saskatchewan Co-operative Elvtr. Co., Ltd.

WINNIPEG LETTER.

Paul Robson and H. D. Burbridge, representing Paul Robson & Co., have applied for membership in the Grain Exchange.

H. O. Mott, pit trader for Chas. E. Lewis & Co., at Minneapolis, Minn., will hereafter be ass't mgr. of the company's office here.

Members of the Grain Exchange contributed \$2,550 to the American Legion to be used to equip the brass and bugle bands of the unit.

The board of grain commissioners will hold a special session in the Grain Exchange on Apr. 28, for the purpose of meeting owners and operators of country elvtrs. regarding the applications for grade and dockage.

The Mutual Elvtr. Co., Ltd., incorporated; capital stock, \$500,000; incorporators, F. H. Bole, D. H. Bole, Ft. William, Ont., J. T. Haig, Winnipeg, and others. Contract for a 500,000-bu. concrete and steel elvtr. has been let to the Fegels Engineering & Construction Co. It will cost approximately \$250,000 and will be finished by Sept. 1.

A 3-story-addition will be built to the Grain Exchange Bldg., which will bring the height up to 123½ ft., at a cost of \$150,000. The design will be in uniformity with the present building of reinforced concrete floors, with tile partitions. Enuf steel and pilings were used, when the building was erected, to carry 10 stories. Only 7 were completed and ever since the building was opened all the offices have been occupiea. The demand for space necessitates the proposed addition being made.

COLORADO

Ft. Lupton, Colo.—F. R. Darling has succeeded C. A. Braves, who resigned as mgr. of the Ft. Lupton Mill & Elvtr. Co.

Holly, Colo.—We have given our plant a complete overhauling and waterproofing and have added a new seed cleaning dept.—Holly Mfg. & Elvtr. Co.

Denver, Colo.—The Emmer Products Co., operating a large plant at Worland, Wyo., for the manufacture of a cereal made from emmer, contemplates the erection of a similar plant here.

Craig, Colo.—The mill owned by the Craig Elvtr. & Mfg. Co. burned Apr. 2, together with 2,000 bus. of wheat and a large quantity of bran and seed. Report states that it will be rebuilt adjoining the company's elvtr.

Pueblo, Colo.—The Pueblo Mfg. & Elvtr. Co. incorporated; capital stock, \$100,000; incorporators, J. K. Mullen, H. E. Johnson and E. M. Ryan, of Denver. The company will build an elvtr. and mill at once and will have its principal offices at Denver.

Gill, Colo.—The building owned by the Gill Grain Co. and used as an elvtr. and mill, containing a considerable quantity of wheat and barley and 1½ tons of seed beans, 3 tons of rye, 300 bus. of alfalfa seed and a large quantity of machinery, burned Apr. 5. When discovered the fire was bursting thru the roof. The total loss is estimated at \$10,000, on which \$4,600 insurance was carried. H. E. Witmer is pres. of the company.

IDAHO

Genesee, Ida.—The farmers at this place will not build an elvtr. as was reported.—X.

Kendrick, Ida.—The Kendrick Rochdale Co. will meet June 1 to make arrangements for the erection of its proposed elvtr.

Ilo, Ida.—We are going to build a 100,000-bu. elvtr. at this station.—S. M. Lawrence, mgr. Lewis County Rochdale Co., Ltd., Vollmer.

Dublin sta. (Vollmer p. o.), Ida.—We will build a 35,000-bu. elvtr. here.—S. M. Lawrence, mgr. Lewis County Rochdale Co., Ltd., Vollmer.

Broker siding (no p. o.), Ida.—We will build a 35,000-bu. elvtr. at this point.—S. M. Lawrence, mgr. Lewis County Rochdale Co., Ltd., Vollmer.

Bancroft, Ida.—The Equity Machine & Elvtr. Co. has been incorporated with a capital stock of \$25,000. C. L. Clingan is pres. of the company, which will build an elvtr. to handle the grain grown in this section.

ILLINOIS

Weston, Ill.—The Farmers Elvtr. Co. is building an annex to its office.

Allenville, Ill.—J. B. Tabor has added a new register beam to his scales.

Washington, Ill.—C. H. Wagner has sold his elvtr. and will move to Peoria.

Plainview, Ill.—Elmer Craw, of Shipman, has purchased an elvtr. here.

Farmer City, Ill.—Chas. Fitro is no longer in my employ.—C. F. Scholer.

Paxton, Ill.—Chas. Shelby will rebuild the elvtr. pit, using water proof concrete.—G.

Allentown, Ill.—I will change my scales and build a new office this spring.—L. C. Russell.

Stillwell, Ill.—W. R. Tanner has succeeded Willard Short as mgr. of the Union Elvtr. Co.

Atkinson, Ill.—Ira Franklin has resigned as mgr. of the Farmers Grain Co., effective May 1.

Junction, Ill.—The Junction Elvtr. Co. has increased its capital stock from \$2,500 to \$5,000.

Kasbeer, Ill.—John T. Zink has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Cissna Park, Ill.—The Consolidated Grain & Coal Co. is building a large cement block coal shed.

Philo, Ill.—James O'Neil and Jacob F. Plotner have bot and taken possession of the elvtr. of John Daly.

Sterling, Ill.—Frank Heflebower will install in his elvtr. a machine for separating cockle from wheat.—A.

Bluff Springs, Ill.—The Farmers Elvtr. Co. let contract to the Decatur Construction Co. for its new elvtr.—G.

Beardstown, Ill.—The new elvtr. under construction for Schultz, Baujan & Co., is rapidly nearing completion.

Dwight, Ill.—Boston & McClelland have installed a Boss Air Blast Car Loader, operated by an electric direct drive.

Beecher, Ill.—The elvtr. of Wm. Werner & Son was damaged Apr. 3 by fire caused by sparks from a passing locomotive.

La Hogue, Ill.—John Kiefer was killed while working in an elvtr. here. He was caught on a set screw in the shafting.

Tamara, Ill.—We do not contemplate building an elvtr. at this place at this time.—Farmers Union Mfg. & Supply Co.

Harmon, Ill.—George W. Hunt has resigned as mgr. of the Farmers Elvtr. Co. to take a similar position at another town.

Midland City, Ill.—I sold out to McClure Bros. & Mt. Joy and am now out of the grain business.—Geo. M. McElhiney, Kenney.

Havana, Ill.—Charles G. Krebaum, who retired 8 years ago after having been in the grain business for 40 years, died this month.

Clinton, Ill.—P. H. Schifflin & Co., of Chicago, have leased an office and will buy grain, with Raymond Andrews in charge.

Lilly, Ill.—We succeeded Walker, Viemont & Sparks at Mackinaw and this place. The change was made Apr. 1.—Walker & Elliff.

St. Anne, Ill.—The roof of the elvtr. owned by the Tegge Grain Co., which was blown off during the recent tornado, has been replaced.

Millersville, Ill.—Jos. Connerly is now the only grain dealer at this point, having bot the east elvtr., which has not been operated for several years.

Sullivan, Ill.—The Sullivan Elvtr. Co. has its new elvtr., which replaces the house that burned Jan. 9, more than half completed.—A. P. Powers.

Springfield, Ill.—The firm of E. B. Conover incorporated; capital stock, \$40,000; incorporators, E. B. Conover, Harriett F. Conover and Owen O'Neil.

Galesburg, Ill.—We had a cob fire outside our elvtr. recently, but the building was not damaged.—E. Larimer, mgr. Farmers Galesburg Elvtr. Co.

Jacksonville, Ill.—E. Lowitz, of Chicago, has established a branch office in the Ayres National Bank Bldg. in this city with A. R. Morgan in charge.

Caledonia, Ill.—The elvtr. and coal sheds of Ralston Bros. burned Apr. 18 with a loss of about \$10,000. Spontaneous combustion is believed to have been the cause.

Thomasville, Ill.—The report that Thomas Lloyd & Co. had discontinued business is incorrect. This company is in business now and has been for the past 25 years.

Hanna City, Ill.—The recently organized Farmers Elvtr. Co. has purchased the elvtr. of Chas. Rindfleisch. The company will be incorporated with a capital stock of \$15,000.

Toluca, Ill.—The Toluca Elvtr. Co. sustained a small loss by fire Apr. 17. About 17,000 bus. of oats was damaged. The company will increase its crib capacity 30,000 bus.

Missal, Ill.—The cribbing on the new elvtr. of the Farmers Elvtr. Co. is completed and the house will be ready for operation about May 20. Saathoff & Amacher have the contract.

Colchester, Ill.—The Colchester Elvtr. Co. incorporated to build an elvtr. and buy and sell grain; capital stock, \$6,500; incorporators, Chas. W. Welch, Geo. M. Zimmerman and others.

Farmer City, Ill.—The elvtr. we recently wrecked had not been used for years. We will not rebuild it as we have 2 other elvtrs. here in operation.—J. W. Turner, of Farmer City Grain Co.

Scottsburg, Ill.—F. W. Copeland, of Bushnell, has leased railroad ground and contemplates the erection of a 25,000-bu. up-to-date elvtr. with W. M. Wileman as mgr.—Geo. W. Cole Grain Co., Bushnell.

Kirkwood, Ill.—We have leased the elvtr., formerly known as the Geo. C. Pape Elvtr., for a year with a buying option at the end of that time. Application for incorporation has been made.—Inland Grain Co., Galesburg.

Stronghurst, Ill.—An erroneous report has been circulated to the effect that our elvtr. at this place was blown over on Apr. 19. Only a small empty corn crib was wrecked and the damage was slight.—W. H. Perrine & Co., Chicago.

Budd, Ill.—The recently incorporated Budd Grain Co. will start work at once on an up-to-date elvtr., with a capacity of about 30,000 bus. The N. Y. C. R. R. is now figuring on the cost of filling in and on laying the track. Dave Linton is in charge of the arrangements.—X.

Assumption, Ill.—The elvtr. of the Lacharite Grain Co., containing 10,000 bus. of wheat and oats and 13,000 bus. of shelled corn, burned Apr. 19, with a loss of \$36,000, on which \$8,000 insurance was carried on the building and \$12,000 on the contents. The company intends to rebuild.

Marseilles, Ill.—Frank McCormick has bot the elvtr. and grain business of the Bruce Grain Co. which was assigned recently to the First National Bank, following a nervous collapse of James Bruce. Mr. McCormick was engaged in the grain business here for several years, selling out to J. V. Shaughnessy.

Watseka, Ill.—We will rebuild at once our elvtr., which burned Apr. 5, and will probably use concrete. Motor power will be installed. The elvtr., which was a total loss, contained about 15,000 bus. of corn and oats, fully covered by insurance.—Homer W. Bell, mgr. Farmers Grain Co.

Ficklin, Ill.—J. W. Horton has purchased a half interest in the elvtr. of Horton & Collins at this place. R. H. Reeder, his son-in-law, who has been mgr. at Tuscola, will be in charge here after June 1. The elvtr. will be operated under the name of Reeder & Horton.—F. W. Dearduff, agt. C. E. Davis, Tuscola.

Decatur, Ill.—Remember the dates, May 9-10, of the annual convention of the Illinois Grain Dealers Ass'n at this city, and arrange to attend. Good speakers have been engaged and the entertainment will be generous, including on Tuesday evening alone a smoker, vaudeville, buffet supper and dance. The program is published elsewhere in this number of the Journal.

Cairo, Ill.—The Miller & Pryor Co. has purchased the business of the Charleston Mlg. & Elvtr. Co. and engaged in the wholesale grain, flour, meal, feed and hay business. The company will be incorporated by Jesse E. Miller and Thos. J. Pryor. The Charleston Mlg. & Elvtr. Co. closed its elvtr. Mar. 18, 1914, and discontinued business on account of business reverses.

Niantic, Ill.—The 50,000-bu. elvtr., for which the Farmers Elvtr. Co. let contract last month to Geo. W. Quick & Sons, will be a monolithic structure of concrete and deformed bar steel. It will have a 12 ft. basement and 50 ft. grain bins. On top of the bins will be a cupola, 31 ft. 8 in. x 31 ft. 8 in. and 32 ft. high. The building alone will cost \$11,000 and the machinery will be installed by the Farmers Elvtr. Co. It will be completed by July 1. The cleaner will be in the basement on a line with the sheller and a drag elvtr. carrying the grain from the sheller to the cleaner.

Springfield, Ill.—Probably no state in the union has appropriated money for governmental expenditures with greater carelessness than has Illinois. There has not been uniformity even in the form of appropriation bills offered for legislative action. Their number has been fixed only by the caprice or whims of the members of the Assembly. In the session of 1913, ninety-four separate and distinct laws appropriating funds were enacted. Two years later eighty-eight separate appropriation bills were passed. Naturally none of this flood of money measures received any special consideration at the hands of the law makers. In most cases they were dumped into the legislative hopper near the close of the session and rushed through with little regard to their merit or contents.—Assembly Bulletin.

Cairo, Ill.—We lost our elvtr., warehouse and office by fire Apr. 8, together with entire contents, at an estimated loss of \$125,000. From the best information available, the fire was caused by defective wiring on scale floor of elvtr. It originated about 12:30 a. m. and by 3:30 the entire buildings were a total loss. The buildings and stock were partially covered by insurance, but we lost many valuable office records. The adjustment of the insurance has been made and plans are being prepared for the immediate construction of an up-to-date concrete elvtr. with complete equipment, including cleaners, clippers, bleacher and possibly a drier. A brick warehouse for handling hay and sacked grain and a brick office building will also be constructed promptly. We expect to have the above plants in operation by Aug. 1. For the present we are operating thru the elvtr. of a local firm and business is being conducted as usual. Our corn shelling plant, hay warehouse and corn meal mill, located in other parts of the city, were not affected by the fire and are being operated without interruption.—O. B. Hastings, pres. Samuel Hastings Co.

Sheldon, Ill.—Contract has been let by the Cleveland Grain Co., for a 1,000,000-bu. concrete and steel elvtr., to the Stephens Engineering Co. The plant will replace the one which burned Dec. 17 and will consist of a workhouse and 21 new tanks, making 30 in all. It will be completed Sept. 1 at a cost of \$250,000.

New Windsor, Ill.—The Rivoli Grain Co. has let contract for an iron clad 30x30x45 ft. elvtr., surmounted by a 30x16x16 ft. cupola. Equipment includes one stand of elvtr. legs, 7x14 in. buckets, a 2,000-bu. Richardson Automatic Scale, and a 10-h. p. electric motor. Work will be started at once by Saathoff & Amacher, who have the contract.

Tuscola, Ill.—F. W. Dearduff, formerly employed by Horton & Collins at Ficklin, will have charge of the office here for C. E. Davis, who recently took over the elvtr. and coal business which Horton & Collins had been operating. Ervin Bros. will probably discontinue business owing to the recent death of the senior partner and the failing health of the junior partner.—N.

Beason, Ill.—We have bot the elvtr. of the Shellbarger Elvtr. Co. here as well as the one formerly owned by Spellman & Co. at Skelton sta. (Beason p. o.), and will commence business May 1. We will handle coal in connection. Wm. Cooper is pres., Tim Welch, vice-pres., and Chas. M. Colburn, sec'y-treas. W. H. Armstrong has been retained as mgr.—Farmers Grain Co., of Beason & Skelton.

CHICAGO NOTES.

Charles L. Hunter, retired member of the Board of Trade, died Apr. 22.

The first half of the dues of the Board of Trade for 1916 will be called for on Apr. 26.

W. A. Gardner has discontinued his commission business and is now with King, Farnum & Co.

Archibald W. Houston, formerly with Harris, Winthrop & Co., has gone with Thomson & McKinnon.

The amendment presented by the rules com'te of the Board of Trade, as requested by a petition, to place traders on a brokerage basis, will be posted for ballot.

Donald Edwards is now a member of J. A. Edwards & Co., and has acquired the membership in the Board of Trade of his father, J. A. Edwards. Mr. Edwards has not retired from business, but has turned the details over to his sons, Kenneth and Donald.

Willis Counselman, 47 years of age, died Apr. 14, following an operation for appendicitis. He had been representing Raymond, Pynchon & Co. in the oats pit, since he rejoined the Board of Trade a year ago after having sold his membership 6 years ago.

We are building 15 concrete tanks, with a capacity of 200,000 bus., as an addition to our grain storage. C. M. Seckner is superintending the work, which will be completed about Aug. 1. We will also build a new office and a track for unloading cars.—W. W. Sopher, supt. Star & Crescent Mlg. Co.

William L. Claucas, an employe of the grain inspection dept., on Apr. 17 brot suit for mandamus in the circuit court to compel the state civil service commission to reinstate him and pay him \$1,100 in back salary. Claucas is one of the 14 men dismissed from the grain inspection dept. for failure to take the efficiency tests.

Chas. A. Obermeyer, Edward Morris, Jr., and Harry J. Flood, Jr. have applied for membership in the Board of Trade. Wm. Turner, Donald Edwards, Homer H. Palmer, Geo. E. Cathcart, Thos. F. Barrett and David O'Connor have been admitted to membership and the memberships of German F. Sulzberger and the estate of Edward A. Nickels have been posted for transfer. Memberships are selling at \$4,100.

Additional space on the trading floor of the Board of Trade has been taken by the Postal Telegraph Co., to provide for increased business and ten more wires to outside exchanges.

INDIANA

Waveland, Ind.—Newton Busenbark will build an elvtr.

Yoeman, Ind.—The Yoeman Grain Co. has installed a new boiler.

Vincennes, Ind.—James Emison, of the J. & S. Emison Co., is seriously ill.

Blaine, Ind.—The Haynes Mlg. Co. has installed a Boss Air Blast Car Loader.

Fulton, Ind.—The Fulton Grain & Lumber Co. has succeeded L. G. Holtz.—S. F. Bowen, mgr.

Colfax, Ind.—Geo. Truitt has succeeded C. F. Gery as mgr. of our company.—Colfax Grain Co.

Huntertown, Ind.—The capital stock of the Huntertown Grain Co. has been increased from \$8,000 to \$30,000.

Gas City, Ind.—The Gas City Elvtr. Co. has purchased a lot on which it will probably build a grain storage house.

Dale, Ind.—Adam Wallace, sec'y and mgr. of the Wallace Mlg. Co., which operates an elvtr. and mill, died recently at the age of 54 years.

Swayzee, Ind.—The Swayzee Mlg. Co., operating an elvtr. and mill, will build an addition. The Reliance Construction Co. has prepared the plans.

Mooreland, Ind.—The elvtr. at this place has been taken over by McLellan & Donahoe. Mr. Donahoe, who comes from Richmond, is mgr.—P. F. McLellan.

New Ross, Ind.—Everett Reveal, who recently sold his interest in the elvtr. at Max sta. (Lebanon p. o.), has become a member of the New Ross Grain Co.

New Albany, Ind.—John Lamb, an employee at the elvtr. of John H. Shine & Co., suffered an injury to his spine Apr. 7 when he fell between the platform and car.

Mardenis sta. (Huntington p. o.), Ind.—The recently organized Mardenis Equity Exchange incorporated; capital stock, \$10,000; incorporators, Edward M. Cleaver, J. S. Bare and others.

Peru, Ind.—The old elvtr., owned by the Wabash R. R., which the Canal Elvtr. Co. has been leasing for a number of years, will be wrecked to make room for new coal storage for the elvtr. company.

Rosston, Ind.—E. Ward Moore, of Thorn-ton, has purchased the elvtr. formerly owned by Walter S. Merritt and Paul F. English. The deal was made thru Nat P. Claybaugh, elvtr. broker of Frankfort.

Hartford City, Ind.—The Hartford City Mlg. Co. has sustained a loss of several hundred dollars recently. Several boys have been coming to the elvtr. and filling a hand cart with grain to feed pet rabbits and chickens.

Indianapolis, Ind.—The recently organized Indiana Public Elvtr. Co. incorporated; capital stock, \$500,000; incorporators, W. H. Benedict, F. M. Montgomery, and others. The company will build the first units of an extensive elvtr. system, within a short time, in the southeastern part of the city.

Parker, Ind.—Frank Grove, in throwing off the belt which drives the corn sheller at the elvtr. of the Parker Grain Co., had his clothing caught in the line shaft. He succeeded in releasing himself by getting a firm hold on some of the timber until his clothing gave way. He was bruised about the hip and back but his injuries are not serious.

Eckerty, Ind.—C. Eckerty Sons Co. incorporated to engage in the grain and feed business; capital stock, \$6,000; incorporators, James Eckerty, Torrence Eckerty and Chas. D. Luckett. The company has a warehouse, but will probably erect an elvtr. later as it ships considerable wheat and other grain from here in carlots.—P. Eckerty, mgr.

Delphi, Ind.—Jack Downs narrowly escaped death by suffocation on Apr. 10 when he fell into the shaft of the bran bin at the elvtr. and mill of which Roach & Rothenberger are props. He had been employed at the plant only one week and in crossing the upper floor, with which he was unfamiliar, stepped into the open bran bin and was covered with the bran for several minutes. Mr. Roach saw him fall and with the other employees tore open the wall, rescued him, unconscious and almost dead. His condition is improving.

IOWA

Blencoe, Ia.—Art Johnson is no longer with the Nye Schneider Fowler Co.

Leeds, Ia.—The Mystic Mlg. Co. is erecting a new storehouse at its plant here.

Blairtown, Ia.—L. E. Mast has resigned his position with the Farmers Elvtr. Co.

Seney, Ia.—The elvtr. of the Plymouth Mlg. Co. has been closed for the season.

Onawa, Ia.—A. D. Post has been retained as mgr. of the Farmers Elvtr. Co.

Dysart, Ia.—L. Seelman has been retained as mgr. of the Farmers Elvtr. Co.

Kesley, Ia.—Mr. Manning, of Spring Valley, Minn., has bot the elvtr. of John Metcalf.

Le Mars, Ia.—M. A. Moore, of the Le Mars Grain Co., is away on his annual trip to Cuba.

Keokuk, Ia.—The Gate City Seed Co. contemplates the erection of a 100-bbl. flour mill.

Lamoni, Ia.—Guy Evans will have full charge of the elvtr. of the Farmers Grain & Seed Co.

Crystal Lake, Ia.—We will install a new engine soon.—B. J. Smith, mgr. Crystal Farmers Ass'n.

Paton, Ia.—Emery Sells, of the Huey Sells Grain Co., was married recently to Miss Eva Ohlson.

Inwood, Ia.—A. D. Erickson is my successor and I am not in the grain business now.—O. H. Moen.

Auburn, Ia.—J. J. Toop is pres. and J. Reynolds, sec'y of the recently organized Farmers Elvtr. Co.

Little Cedar, Ia.—The Little Cedar Grain & Coal Co. will build a feed and twine warehouse at its elvtr.

Kinross, Ia.—The Liberty Lumber Co. installed a new steel pan and made other improvements in its elvtr.

Whiting, Ia.—J. Egenbush has succeeded Parker Hook who resigned as elvtr. man for E. M. Cassidy & Co.

Marengo, Ia.—M. F. Green is installing a new milling plant. The Newell Construction Co. has the contract.

Farragut, Ia.—H. G. Loonan has cleaned up the unsightly places near his elvtr. and prepared the ground for flowers.

Norway, Ia.—I will quit the grain business for the present.—G. W. Miller, agt. Kuehl-Lammers Grain & Coal Co.

Alexander, Ia.—W. H. McDowell has put new siding on his elvtr. and painted the part that was damaged by fire last winter.

Storm Lake, Ia.—J. F. Davis has resigned as mgr. of the elvtr. of Geo. A. French. It will be temporarily in charge of Dr. McLain.

Exira, Ia.—I will remain here as mgr. for G. H. Bunton & Nichols and will buy and sell seeds on my own account.—H. Bornholdt.

Des Moines, Ia.—H. C. Moeller, for many years sec'y-treas. of the Des Moines Elvtr. Co., has severed his connections with that company.

Bouton, Ia.—The Bouton Grain Co. has let contract for a 20,000-bu. sheller and cleaner house to the Burrell Engineering & Construction Co.

Cedar Rapids, Ia.—The Quaker Oats Co. will add two 8-story buildings to its plant at this place, which will cost approximately \$250,000.

Brayton, Ia.—I have secured a position with Bunton & Nichols thru an advertisement which I placed in the Grain Dealers' Journal.—Robert W. Jark.

South English, Ia.—The Farmers Grain & Lumber Co. has let contract for a 20,000-bu. up-to-date cribbed elvtr. to the Younglove Construction Co.

Beaman, Ia.—W. F. Wier has succeeded Frank N. Myers as mgr. of the Farmers Elvtr. Co. Mr. Myers is now sec'y of the Iowa Farmers Grain Dealers Ass'n.

Elberon, Ia.—M. L. Bremer has been transferred by the Independent Grain & Lumber Co. from Aredale to this place where he will succeed Chas. Shuster.

Belmond, Ia.—The elvtrs. of the J. & R. Grain Co. at this place, Latimer, and Palsville, have been resold to Johnson and Rosenkrans.—King Land & Loan Co., Breckinridge, Minn.

River Sioux, Ia.—J. H. Pearly is pres. and Raniou Oustott, sec'y, of the recently organized Farmers Elvtr. Co., which will either buy the elvtr. of the Updike Grain Co. or build a new house.

Tabor, Ia.—The Tabor Stock & Grain Ass'n is not engaged in buying and selling grain. It will hold stock and grain exhibits to encourage the growing of better grain.—R. J. Mawhor, sec'y.

Mapleton, Ia.—I am mgr. of the Farmers Grain & Lumber Co. and have been for some time. Harry Nourse, who was recently reported to be the new mgr., is helper at the elvtr.—S. A. Nelson.

Zearing, Ia.—Paul Peterson is tearing down his elvtr. at this town, after which an up-to-date 20,000-bu. cribbed house will be built by the Younglove Construction Co., which has the contract.

California, Ia.—F. R. Hopley is now mgr. of the California Grain & Lumber Co., succeeding H. R. Coulthard, who recently resigned as mgr. Mr. Coulthard retains his office of sec'y of the company.

Des Moines, Ia.—L. W. Gifford, formerly mgr. of the Cedar Rapids Grain Co. at Cedar Rapids, is now with the Taylor & Patton Co., which is engaging in the terminal elvtr. business to a larger extent.

Percival, Ia.—The elvtr. of Noble & Reed is being extensively overhauled. A 20-h. p. oil engine, Western Sheller and Cleaner, and a manlift are being installed. The Younglove Construction Co. is doing the work.

Dickens, Ia.—Farmers have organized a company with Chas. Culver as pres and A. C. Somers as sec'y-treas. The capital stock of the company is \$25,000. It will either buy one of the elvtrs. here or build a new one.

Lamoni, Ia.—The money safe at the office of the Farmers Grain & Seed Co. was opened recently during the absence of Theo. Smith, mgr. Fortunately he had deposited a large sum of money in the bank a short time before.

Watkins, Ia.—The Watkins Grain Co., which bot the lumber business of D. D. O'Neill, is building a new lumber shed, 54x64 ft. H. E. Hamble is now in charge of the elvtr. and Mr. Eaton is general mgr. of the entire business.

Des Moines, Ia.—The recently incorporated Bast-Fogarty Mlg. Co., which took over the mill and 50,000-bu. elvtr., formerly operated by the defunct B. A. Lockwood Grain Co., has completely overhauled the plant and it is now in operation.

Malvern, Ia.—G. S. Eacrett and P. B. Hendricks, of Malvern, have bot the grain business of P. Kilmartin and will do business under the name of the Eacrett Grain Co., with Mr. Eacrett in charge. Mr. Kilmartin sold his coal business to the Fullerton Lumber Co.

Walcott, Ia.—The Stockdale & Maack Co. is adding 8 concrete storage bins, with a capacity of 100,000 bus., to the house erected 2 years ago. The addition will cost \$15,000 and will be completed Aug. 1 by the Burrell Engineering & Construction Co., which has the contract.

Stonega sta. (Webster City p. o.), Ia.—W. F. Maywald, of Webster City, is again mgr. of the Home Elvtr. Co., succeeding J. C. McClary, who is now at Hartley.

Coulter, Ia.—We purchased the elvtr. and other business of Anderson & Walde-mar and began business on Apr. 1. The elvtr. will be overhauled and new electric motor power installed. A flour and feed house, of cement blocks, will be erected. —J. J. Macheak, of Farmers Elvtr. Co.

Sioux City, Ia.—The office of Leopold. Hoese & Co. has been temporarily closed and W. H. Moore, former mgr., has gone to the Sioux Falls office of the Flanley Grain Co. J. Scott, the former mgr. of the Sioux Falls office, has been advanced to the position of ass't mgr. at Sioux City.

West Liberty, Ia.—We have installed an up-to-date attrition 20-in. double burr feed mill, driven by 50-h. p. electric motors, in our recently acquired elvtr. We will also install a 30-h. p. electric motor to take the place of a 15-h. p. motor now in use. With these improvements we can grind about a ton of mixed chop feed per hour.—T. E. Fountain.

KANSAS

Neodesha, Kan.—The Bauman Bros. Co. will remodel its elvtr.

Conway, Kan.—Colburn Bros. have started work on their new elvtr.

Baldwin City, Kan.—The Farmers Elvtr. Co. is erecting a new office building.

Ellsworth, Kan.—Hanousek & Hloucal have succeeded S. C. Groth at this point.

Tisdale, Kan.—Bartlow & Clark have succeeded Bartlow & Coffey.—L. T. Clark.

Hutchinson, Kan.—The Kansas Grain Co. has erected a new smokestack at its elvtr.

Bird City, Kan.—The Equity Mercantile Exchange is installing a Side Hopper Boss Car Loader.

Bern, Kan.—I have succeeded my father, Julius Hilt, in the grain and feed business. —W. H. Hilt.

Haviland, Kan.—We have sold our elvtr. at this point.—Oswald-Koelsch Grain Co., per Gus Oswald.

Zenda, Kan.—The Bolin-Hall Grain Co., of Hutchinson, contemplates the erection of an elvtr. here.

Emmons, Kan.—The Farmers Union, of Hanover, has taken over the elvtr. of Ferguson & Spence.

Burrton, Kan.—The Halstead Mill & Elvtr. Co. has installed 2 electric motors for its elvtr. and feed mill.

Oneida, Kan.—George E. McFarland has closed his elvtr. and left to spend a 3 weeks' vacation in Oklahoma.

Hutchinson, Kan.—We will not build an elvtr. here as was recently reported.—Ferguson Shircliff Grain Co.

Kirwin, Kan.—R. V. Bechel, of Agra, has succeeded J. S. Jones as mgr. of the Kirwin Elvtr. & Shipping Ass'n.

Zook sta. (no p. o.), Kan.—The report that we would build an elvtr. here is incorrect.—Hill & Cheers, Sanford.

Gray sta. (Hanston p. o.), Kan.—We are installing a roller mill for grinding feed.—Farmers Grain & Supply Co.

Lucas, Kan.—The Derby Grain Co., of Topeka, has purchased my elvtr. and will take possession May 1.—M. P. Thielen.

Pratt, Kan.—Chas. Cooper, formerly mgr. of the Farmers Union Grain & Coal Co., has moved to Hutchinson.—P. M.

Macksville, Kan.—We have made no definite plans for the rebuilding or remodeling of our elvtr.—Farmers Elvtr. Co.

Bucklin, Kan.—M. E. Hawk is mgr. of our new elvtr. at this place.—Geo. R. Gould, sec'y Gould Grain Co., Dodge City.

Topeka, Kan.—A hearing was held Apr. 21, before the State Public Utilities Commission, in regard to the matter of the proposed increase in demurrage rates on grain cars.

Scottsville, Kan.—The Farmers Union will build coal sheds to replace the old ones it recently wrecked.—F. M. McCauley.

Plains, Kan.—The L. H. Pettit Grain Co., of Hutchinson, has let contract for a 30,000-bu. elvtr. to the Western Construction Co.

Kellogg sta. (Winfield p. o.), Kan.—The Baden-Vilm Mfg. Co. is building an addition to its elvtr. and installing a roller feed mill.

Bellaire, Kan.—Farmers will build an elvtr. at this place and also at Haddam.—O. T. Vinsohaler, mgr. Farmers Grain Co., Narka.

Geneseo, Kan.—The Geneseo Grain Co. is building a 16x25 ft. iron clad warehouse and store room with reinforced concrete foundations.

Atchison, Kan.—W. W. Young, who recently sold his elvtrs. at Everest and Pierce Jct., will engage in the brokerage business here.

Valley Falls, Kan.—We have put a new roof on our terminal elvtr. here, resided it, and have given it 2 coats of paint.—Ragan Grain Co.

Glasco, Kan.—The Glasco Grain Co. is installing a 15-h. p. electric motor in its elvtr.—Ed Wood, with Goffe & Carkener, Kansas City, Mo.

Olathe, Kan.—Albert Morrow, formerly prop. of an elvtr. here, died Apr. 7 at the age of 60 years. He was at one time ass't state grain inspector.

Wakeney, Kan.—The Hays Mill & Elvtr. Co. has bot the elvtr. of Wm. Schrenkler and will place O. L. Lucas in charge. Improvements will be made.

Narka, Kan.—The Farmers Grain Co. will put in cement hoppers and a new cleaner and will erect coal sheds this summer.—O. T. Vinsohaler, mgr.

Salina, Kan.—I am now located here, jobbing all kinds of grain. The E. L. Rickel Grain & Feed Co. at Coffeyville, has been dissolved.—E. L. Rickel.

Minneola, Kan.—John Reed, for 9 years agt. of the T. B. Hord Grain Co. at Ord, Neb., is now mgr. of the Kansas Flour Mills Co. here.—Percy Reed, Ada.

Bazine, Kan.—Work is progressing on the 18,000-bu. up-to-date elvtr. for which the Farmers Grain & Supply Co. let contract to the Western Construction Co.

Satanta, Kan.—Work is progressing on the elvtr. under construction for the Hugoton Elvtr. & Warehouse Co. and it is expected to be completed about May 20.

Home, Kan.—The Farmers Exchange has let contract for a new elvtr. to the White Star Co. It will be iron clad and fully equipped with up-to-date machinery.

Grinnell, Kan.—Neal Winningham, of Quinter, is my successor as agt. for the Shellbarger Mill & Elvtr. Co. here.—R. E. Terry, mgr. Farmers Business Ass'n, Grainfield.

Clarendon sta. (Ellinwood p. o.), Kan.—The Kansas Grain Co., of Hutchinson, may build a new elvtr. on the Santa Fe at this station which is between Raymond and Ellinwood.

Hanover, Kan.—We are now operating 3 elvtrs., one at Barnes, one at Emmons, and will take charge of the Washington Elvtr. on May 8.—John F. Mueller, of Farmers Union.

La Harpe, Kan.—The elvtr. and mill, which F. L. Raymond, of Petrolia, took over from the Dickinson Bros. Grain & Hay Co. in February, has not been in operation since.—X.

Cedar, Kan.—R. D. Hageborn, mgr. of the elvtr. of the Farmers Union at Gaylord, will also take charge of the company's house here, succeeding John W. Bane, who recently resigned.

Aurora, Kan.—The Home Grain Co., which recently bot the elvtr. of the Kansas Grain Co., is composed of Clark Burdg. of the Clark Burdg Grain Co., Wichita, and A. E. Thompson, former mgr. of the Aurora Grain & Coal Co., who is in charge of the newly acquired plant.

Ash Grove sta. (no p. o.), Kan.—The C. E. Robinson Grain Co., of Salina, has let contract for an 18,000-bu. up-to-date elvtr. to the Western Construction Co. This station is on the Salina & Northern R. R.

Denmark sta. (Vesper p. o.), Kan.—The C. E. Robinson Grain Co., of Salina, has let contract for an 18,000-bu. up-to-date elvtr. to the Western Construction Co. This station is on the Salina & Northern R. R.

Centerville, Kan.—The Farmers Elvtr. Co. has let contract for an iron clad elvtr., equipped with up-to-date machinery. Work will be started in the near future by the White Star Co. which has the contract.

Kingman, Kan.—I understand that the Ball Mfg. Co., of Kansas City, Mo., has made contract for the purchase of the elvtr. of the Kingman Ice & Creamery Co. My lease on this elvtr. expires July 1.—H. F. Braly.

Delphos, Kan.—The Delphos Co-operative Ass'n is installing an electric motor in its elvtr. to replace the gasoline engine, on account of the increase in the price of gasoline.—Ed Wood, with Goffe & Carkener, Kansas City, Mo.

Dartmouth sta. (Great Bend p. o.), Kan.—H. M. Kornarek, of Ellinwood, is my successor as grain buyer at this station for the Wolf Mfg. Co. I resigned my position after having been here for 12 years.—L. J. Degamo, Great Bend.

Waverly, Kan.—The elvtr. of the Star Grain & Lumber Co. burned Apr. 7 with a loss of from \$7,000 to \$7,500, with insurance that will cover about half the loss. Plans are now being made by the company for rebuilding this summer.

Georgia Spur (no p. o.), Kan.—I am building a 7,500-bu. steel clad elvtr. with a 1,000-bu. leg. Equipment includes a 12-h. p. engine, feed mill, and Richardson Automatic Scales. This station is on the A. T. & S. F., 40 miles west of Wichita.—M. Greenleaf, Murdock.

Hutchinson, Kan.—We have sold our mill at Sylvia and the writer and M. E. Hinman, who has been pres. of the Sylvia Mfg. Co. for several years, have formed a grain company, which will take over the office in Hutchinson and continue the grain business under the name of the Hinman-Yates Grain Co.—R. O. Yates.

Rossville, Kan.—The old Peavey Elvtr., which has been closed for the past 2½ years, has been sold to Wm. F. Bolen, of Lucas, who will have it ready for operation about May 10. The elvtr. of C. E. Fritz has been closed for several months. The Farmers Elvtr. Co., of which I am mgr., is the only firm doing business now.—W. S. Bolton.

Topeka, Kan.—The Topeka Flour Mills has brot suit against the Postal Telegraph Co., alleging that the telegraf company delivered a message from it to the Wagner Grain Co., of Wichita, which read "flirting" when it should have read "fluting." As "fluting" is the code word to mean that the company wanted 10,000 bus. of wheat and "flirting" means only 6,000 bus., the Topeka Flour Mills has brot suit for the profit it would have made had it received 10,000 bus.

Atchison, Kan.—The Board of Trade has applied for a charter and will establish headquarters and trading floor in some down town location. A continuous market service will be provided and samples of cash grain will be daily exhibited for purchase and sale. This is expected to broaden Atchison as a grain market and to attract a large volume of consignment shipments here as well as to attract out-of-town buyers of corn, wheat, mill products and seeds. The exact date of the establishment of the market has not been determined, but it will be announced within 30 days. The incorporators are: W. S. Washer, J. W. Blair, Ed Lukens, Frank A. Mangelsdorf and Clarence Blanke.

Elmer sta. (Hutchinson p. o.), Kan.—Geo. Shaw, who has been operating the elvtr. here for the past year and a half, will engage in a different business and a new man will take charge of the elvtr.

WICHITA LETTER.

A. R. Hacker has resigned as supt. of a mill at St. John, to engage in the grain commission business here. He was formerly in the grain business.

The Red Star Mill & Elvtr. Co. has let contract for the erection of new concrete tanks to the Lehrack Construction & Engineering Co. This annex will increase its storage capacity 360,000 bus., giving it a total storage capacity of about 1,125,000 bus. The addition will cost approximately \$50,000.

KENTUCKY

Owensboro, Ky.—The American Society of Equity is discussing the establishment of a grain elvtr. here.

Louisville, Ky.—Gen. Mgr. Waltham of the Distilleries Security Co., one of the largest corn buyers, died recently.

Louisville, Ky.—George E. Smith, who left the firm of S. Zorn & Co. 2 years ago to engage in the grain business in Chicago, Ill., has gone back with this firm.

Lexington, Ky.—Grain dealers and farmers held a conference Apr. 7 to devise means of economizing in grain sacks which have almost tripled in price since the beginning of the war. No method was brot out by which the cost of sacks could be reduced, but it was suggested that some relief could be given by the farmers aiding the grain dealers in economizing in their use. It was stated that unless some such co-operation was adopted by the farmers with the grain dealers it might be necessary for the dealers to charge the farmers rental for sacks if held more than 10 days or 2 weeks. Dealers and millers said that farmers had been very dilatory in promptly returning the sacks which were loaned them to handle the grain, and frequently asked for them long before they were needed. Under this system it was impossible to use the sacks for as many crops as might have been done under prompt methods. There were few farmers in attendance. C. T. Ashley, of Nicholasville, was chairman of the meeting and W. H. Wearten, of Stanford, sec'y. Other grain dealers present were: J. R. Shaw, of Jett Station; J. A. Kane, Versailles; John Haggan, Georgetown; Joseph Le Compte, J. W. Morrison, A. D. Bleidt, Nathaniel Pettit, Nelson Woolcott, W. B. Talbert, Lexington; C. S. Moore, Lancaster; C. W. Renick, Paris; J. M. Taylor and C. S. Evans, Nicholasville; W. L. Gregory, Lancaster; J. J. Griffee, Lawrenceburg; Phil Weisenberger, Midway; James Collins, Sadleville; W. J. Kennedy, Carlisle, and W. J. Williams, of Nicholasville. Another meeting will be held at an early date.

LOUISIANA

New Orleans, La.—Geo. B. Matthews & Son have let contract for a 50,000-bu. receiving elvtr., of wooden construction, to the Burrell Engineering & Construction Co.

MARYLAND

Ellicott City, Md.—The elvtr. and mill of the C. A. Gambrell Mfg. Co., operated since 1840 as the Patapsco Flouring Mill, together with 15,000 bus. of wheat, burned Apr. 19. Loss \$200,000.

BALTIMORE LETTER.

The membership in the Chamber of Commerce of Theo. G. Lurman has been transferred.

O. W. R. 12,724, containing 3,192 bus. and 26 lbs. of oats, was unloaded Apr. 13 at Canton Elvtr. No. 1. This is believed to be the largest car of oats ever received at this market.

George Frame, 73 years of age, senior member of the grain firm of Frame, Knight & Co., died Apr. 18, after an illness of several years' duration. He entered the grain business at the age of 17, forming a partnership with George A. Bowdoin, under the name of Bowdoin & Frame. After the retirement of Mr. Bowdoin, he organized the present firm of Frame, Knight & Co. He is survived by his widow, 3 daughters and 2 sons.

MICHIGAN

Hanover, Mich.—Farmers Co-operative Ass'n has been incorporated with a capital stock of \$10,000.

Howard City, Mich.—I will remodel my elvtr. by enlarging the bean picking capacity.—R. M. Moulton.

Chassell, Mich.—C. H. Charbonneau will build an elvtr., 25-bbl. flour mill and also a grist mill on his farm.

Honor, Mich.—We have not started to build an elvtr. and do not expect to build this year.—Honor Produce Co.

White Pigeon, Mich.—Lewis C. Perrin, 75 years of age, a retired grain dealer, died of heart disease on Apr. 5.

Saginaw, Mich.—The Bad Axe Grain Co. has purchased the elvtr. of the estate of D. L. Laur and will operate it as a branch.

Detroit, Mich.—Roy F. Taylor has been placed in charge of the office which E. L. Wellman, of Grand Rapids, recently established in this city.

Richmond, Mich.—Wm. Acker has brot suit against Annie Heath and others and also against Sadie A. Heath, widow of J. A. Heath, sec'y of the Richmond Elvtr. Co., to quiet title on real estate.

Bay City, Mich.—The Cass City Grain Co., of Cass City, will build an elvtr. The company will handle grain, beans and hay, and will establish a retail coal and building material yard. Work will be started at once on the plant which will cost about \$60,000. Joseph Frutchey, sec'y-treas. of the company, will manage the plant.

MINNESOTA

Audubon, Minn.—A. B. Peterson is now mgr. of the Monarch Elvtr. Co.

Verdi, Minn.—P. W. Giese has purchased a half interest in an elvtr. here.

Wood Lake, Minn.—Seth Fitch is now managing one of the elvtrs. here.

Dovray, Minn.—The Westbrook Farmers Elvtr. Co. is considering the erection of an elvtr. here.

Tyler, Minn.—The Farmers Elvtr. & Supply Co. has taken over the coal, wood and implement business here.

Wheatville sta. (Ada p. o.), Minn.—The National Elvtr. Co. closed its elvtr. on Jan. 1.—F. E. Scherf, agt. A. L. Hanson Elvtr.

Biscay, Minn.—The recently organized Farmers Elvtr. Co. has asked for bids on an up-to-date elvtr. which it will build.

New Uhm, Minn.—Chas. Hillesheim has succeeded Paul Wandersee, who resigned Apr. 22 as mgr. of the Farmers Elvtr. Co.

New Prairie sta. (Starbuck p. o.), Minn. A. A. Davidson is the new mgr. in charge of the elvtr. of the Farmers Elvtr. Co.

Kent, Minn.—The recently incorporated Kent Elvtr. Co. has purchased the elvtr. of the Imperial Elvtr. Co. I am mgr.—Jas. Gallagher.

Brainerd, Minn.—The Tanner Elvtr. Co., of Little Falls, has purchased a site and will build an elvtr. here.—L. V. Tanner, prop., Little Falls.

Winnebago City, Minn.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Frederick N. Jacobs, Edgar S. Cotherman and others.

Greenwald, Minn.—The Greenwald Elvtr. Co. has succeeded the Getchell-Tanton Co. and the Broker Elvtr. Co. has succeeded the J. Borgerding Co.—X.

Hope sta. (Amboy p. o.), Minn.—Louis Schuster has succeeded A. C. Anderson, who resigned as mgr. of the grain dept. of the Speltz Grain & Coal Co.

Donaldson, Minn.—The Farmers Elvtr. Co., which has a capital stock of \$15,000, intends to buy or build a 40,000-bu. up-to-date elvtr.—Geo. H. Beck, sec'y.

Altura, Minn.—We expect to erect an addition to our elvtr. for cleaning seed and to lower the approach to the scale as well as the dump scale itself.—Altura Elvtr. Co.

Eyota, Minn.—I have sold my elvtr. to E. G. Ely and C. W. Higbie, of Grand Meadow. I am still running the house and will do so for another season.—J. B. Leveille.

Duluth, Minn.—The Capitol Elvtr. Co. will build a 1,750,000-bu. concrete and steel elvtr. which will cost \$390,000 and will be ready by August. The Barnett & Record Co. has the contract.

Oslo, Minn.—We intend to build a 40,000-bu. elvtr. on the Soo Ry. Up-to-date machinery will be installed and flour, feed and coal sheds constructed.—J. C. Figen-skau, sec'y Farmers Elvtr. Co.

Brushvale, Minn.—A new concrete foundation will be placed under the elvtr. of the Brushvale Grain Co. and other repairs will be made in the elvtr. The Farmers Elvtr. Co. will also improve its elvtr.

Holloway, Minn.—We have purchased the elvtr. which J. R. Stewart, of Minneapolis, bot from Hallet & Carey. We will move it to our old house and remodel the 2 structures into a 50,000-bu. elvtr.—Farmers Elvtr. Co.

St. Paul, Minn.—Contract for the foundation for the terminal elvtr. of the Equity Co-operative Exchange has been let to the W. J. Hoy Construction Co. Work will be started at once and the foundation will be ready for the superstructure May 1.

Swanville, Minn.—The Tanner Elvtr. Co. has built a large and complete warehouse and also coal sheds in connection with its recently acquired elvtr. on the N. P. Ry. The company will handle flour, feed and fuel in connection.—L. V. Tanner, prop., Little Falls.

Little Falls, Minn.—The Tanner Elvtr. Co. is a subsidiary company of the Little Falls Mfg. Co., of which I am mgr. It recently acquired an elvtr. at Swanville which is only a link in the chain of elvtrs. now being organized and installed by it. It has an elvtr. in operation at Grey Eagle and has purchased a site at Brainerd, on which it will build, as well as at other stations in the northern part of the state. These will give a complete chain of feeders for its mother plant, the Little Falls Mfg. Co., and also give the mill proper a good outlet for a share of its product.—L. V. Tanner.

MINNEAPOLIS LETTER.

The Huhn Elvtr. Co. is considering the erection of a 200,000-bu. elvtr. in the south Milwaukee yards.

The Pillsbury Flour Mills Co. is building new grain tanks and a 9-story addition to its "A" mill at a cost of \$300,000.

Louis Ritten, for several years with Chas. E. Lewis & Co., on Apr. 17 took charge of the hedging dept. of the Gould Grain Co.

The Washburn-Crosby Co. has purchased a site and will start work at once on a mammoth terminal elvtr., which will have a capacity of 2,640,000 bus. It will consist of 44 concrete tanks, of 60,000 bus. each, which will cost \$400,000. The new elvtrs. will be connected with the mills by means of a tunnel, 600 ft. long, 15 ft. wide and 7 ft. high, thru which two 42-in. belts, of 16,000 bus. capacity per hour, will pass. Equipment includes 12 receiving hoppers, of 2,000-bus. capacity each, and a 6,000-lb. automatic scale. The railroad trackage will be rearranged at a cost of \$75,000 and the mill will be enlarged at a cost of \$150,000. The company expects to have the improvements completed by Dec. 1.

The traffic ass'n of Minneapolis and the railroads came to an agreement Apr. 11, before the state railroad and warehouse commission, as to the proper form of disposition order for cars of grain. Minneapolis receivers did not like the form put into effect Mar. 11, and W. P. Trickett, director of the traffic ass'n of Minneapolis, drew up another, which he presented to the commission and explained in all its details. The railroads' representatives agreed to try it out for a period of 90 days. The commission took no action.

MISSOURI

Clearmont, Mo.—I expect to build a 10,000-bu. elvtr. on the C. B. & Q.—Guy C. Clary.

Fairfax, Mo.—B. D. Daulton has purchased the elvtr. formerly owned by J. O. McClintock.

Joplin, Mo.—Some improvements are being made on the elvtr. of the Brand-Dunwoody Mlg. Co.

Aurora, Mo.—Work is progressing on the 125,000-bu. elvtr. under construction for the Majestic Mlg. Co.

Forest City, Mo.—I have succeeded G. W. Carter, who resigned as mgr. of the Farmers Elvtr. Co.—H. E. Combs.

Spickard, Mo.—I have sold my implement and hardware store, but still retain my grain business here.—O. H. Hamilton.

Springfield, Mo.—The elvtr. and mill of the John F. Meyer & Sons Mlg. Co., is again in operation, after being closed for repairs.

Westboro, Mo.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, James Jones, G. W. Daniel and N. Nelson.

Slater, Mo.—The Slater Mill & Elvtr. Co., which is remodeling its mill, will build a 2nd story to its present warehouse to provide more storage space.

Bloomfield, Mo.—We have no station here nor have we contracted for the erection of an elvtr. as was recently reported.—Scott County Mlg. Co., Sikeston.

Appleton City, Mo.—The Farmers Union, which recently bot the elvtr. of the Beach Grain & Elvtr. Co., contemplates the erection of a new elvtr. during this year.

St. Peters, Mo.—We will take possession of our recently acquired elvtr. on May 15 and will handle feed, flour and coal in connection.—Hy Bekebrede, sec'y Farmers Elvtr. Co.

Vanduser, Mo.—The Sikes-McMullin Grain Co., of Sikeston, has bot the elvtr. of Garrett & Schnarr and will remodel and put it in first class condition. New bins, dump scales and power equipment will be installed and the capacity will be increased to 18,000 bus. of ear corn and 10,000 bus. of bulk grain.

Alma, Mo.—H. H. Horstman, who has been interested in the grain business here for 22 years, has retired from active operation, having rented his elvtr. to his son, O. E. Horstman, and his son-in-law, J. H. Weisbrodt, who are conducting the business under the firm name of Horstman & Weisbrodt. This firm has bot the 20,000-bu. elvtr. of Goodwin & Fletcher and is consolidating the 2 elvtrs. at this point.

Sikeston, Mo.—The Sikes-McMullin Grain Co. has let contract for 3 reinforced concrete and steel elvtrs. to be erected at McMullin, Essex and Kewanee. The new houses will be fireproof and will be equipped with up-to-date machinery, including Richardson Automatic Scales, of 1,000 bus. per hour capacity, steel dump wagon scales and gasoline engines for power. The elvtrs. will be 80 ft. high and will have a capacity of 20,000 bus. Work will be started at once and completed July 15 by the Burrell Engineering & Construction Co. which has the contracts. The company operates 14 stations and, with the new elvtrs., will have a total storage capacity of 400,000 bus. It is expending about \$40,000 on these elvtrs. and other added equipment.—D. B. Kevil, vice-pres.-n.g.

Champion switch (Matthews p. o.), Mo.—The Sikes-McMullin Grain Co., of Sikeston, will build an elvtr. here. Work is progressing on the elvtr. which the Scott County Mlg. Co. is building.—R. E. Atkinson, agt. Sikes-McMullin Grain Co., Matthews.

KANSAS CITY LETTER.

The trading hall of the Board of Trade is being enlarged.

Harold A. Merrill, grain buyer for the Terminal Elvtrs., was married to Miss Rachel E. Herriott on Apr. 18.

An amendment to the rules of the Board of Trade has been adopted requiring the purchaser of grain by grade to arrive desiring reinspection to demand it by 1 o'clock of the 2nd succeeding day.

The Marshall Hall Grain Co. succeeded the Marshall Hall-Waggoner Grain Co. on Apr. 6. E. L. Waggoner, pres., resigned last December on account of ill health. No other change has been made in the company.

We contemplate the erection of an elvtr. at Rosedale but the matter has not been definitely decided upon and we have prepared no plans or details whatever.—Leon F. Lomblad, of Missouri, Kansas & Texas Ry., Dallas.

A. L. Ernst, E. E. Roahen and W. B. Lincoln have been appointed a special com'te to arrange the entertainment features for the 5th annual convention of the National Ass'n of Mgrs. of Farmers Elvtrs. which will be held in this city May 25-27.

Memberships in the Board of Trade advanced \$500 in price in one week. Chas. W. Avery, of the Lonsdale Grain Co., bot the membership of M. H. O'Neil, of Hutchinson, Kan., for \$5,750, transferred, which is \$250 higher than the last previous sale, and 3 days later R. A. Kelly, of the Norris Grain Co., bot the membership of the estate of Frank E. Essex for \$6,000. These are the highest prices ever recorded here.

An amendment to the rules of the Board of Trade providing for the delivery of 1,000-bu. lots of grain on future contracts was adopted Apr. 11 by a vote of 111 to 3. The commission rate will be $\frac{1}{4}$ c a bu. to non-members. The rate on 5,000-bu. lots or over will remain at $\frac{1}{4}$ c. Trades in 1,000-bu. lots will not be posted on the blackboard. Efforts are being made to induce country shippers to hedge their carlots en route to the market or held in store.

ST. LOUIS LETTER.

Harold O. Hunt and H. B. McCormick, of the Parrot-Day Co., have applied for membership in the Merchants Exchange.

Members of the Merchants Exchange contributed \$1,750 to the orphans of the French Army Ass'n as the result of a plea made by Miss Florence Schofield, field agt., the first woman to speak from the rostrum of the exchange.

Directors of the Merchants Exchange will hold a meeting to discuss the merging of the Merchants Exchange and the Cotton Exchange. If this is accomplished the cotton men will be given a portion of the north end of the trading hall of the Merchants Exchange, in which to hold their sessions.

During the month of March 2,911 cars of grain were unloaded under the supervision of the dept. of weights of the Merchants Exchange of which 37 cars were leaking at grain door, 35 were leaking over grain door, 256 were leaking at box, and 11 were leaking at end window, making a total of 339 leaking cars.—John Dower, supervisor.

According to report certain railroads construe their demurrage tariffs so as to allow no free time for giving shipping directions on grain, grain products, hay and other commodities after arrival in the yards at East St. Louis. The Illinois Central has advised that it will enforce the rule, which does not give any free time or notice, and it therefore is suggested that shipping instructions be given promptly to this railroad in order to avoid complications.

H. H. and F. A. Aid, in business under the name of Aid Bros., have bot an interest in the W. H. Wright Grain Co. Colin L. Wright will continue as mgr. of the company, the capital stock of which has been increased to \$20,000.

MONTANA

Devon, Mont.—Work has been started on the elvtr. for the St. Anthony & Dakota Elvtr. Co.

Arcola sta. (Menard p. o.), Mont.—Otis Roll is no longer agt. of the elvtr. of the Bozeman Mlg. Co.

Vananda, Mont.—C. M. Ask, of Absarokee, is now operating the elvtr. of the Roundup Elvtr. Co.

Conrad, Mont.—J. O. Strombo is the new mgr. and F. C. Lucas, ass't mgr. of the Farmers Equity Union.

Ware sta. (Acushmet p. o.), Mont.—The Montana Elvtr. Co. has purchased the elvtr. of W. I. Slack.—Ed F. Holloran, Great Falls.

Kremlin, Mont.—The St. Anthony & Dakota Elvtr. Co. will wreck its old house and build a new elvtr. this season.—Julius Larson, agt.

Benchland, Mont.—The Independent Elvtr. Co., of which C. A. Allison is mgr., has leased the elvtr. of the Montana Central Elvtr. Co.

Chester, Mont.—J. E. Bevan is pres. and J. I. Murray, sec'y, of our recently completed 30,000-bu. elvtr.—Clarence Langley, mgr. Equity Co-operative Ass'n.

Geraldine, Mont.—The Geraldine Mlg. Co. plans to rebuild its plant which burned some time ago. It will install a Midget Marvel Mill.—Ed F. Holloran, Great Falls.

Great Falls, Mont.—The Greely-Schmidt Elvtr. Co., of Ft. Benton, is reported to be contemplating the establishment of an elvtr. here and also at several other stations.

Billings, Mont.—The H. Poehler Co. has put another man on this territory to assist me. D. G. Belt, of Great Falls, will travel in the northern part of the state and myself in the southern half.—W. P. Ladd.

Great Falls, Mont.—We do not contemplate the erection of an elvtr. It is probable that, before another crop, we will have a representative in this territory, with headquarters at this place.—Imperial Elvtr. Co., Minneapolis, Minn.

Harlowton, Mont.—We recently let contract for the erection of 4 concrete grain tanks, which will have a capacity of 100,000 bus., to be erected adjoining 6 tanks, of the same size, connected with our mill here. The Hickok Construction Co. has the contract.—Montana Flour Mills Co.

Billings, Mont.—The Farmers Elvtr. Co. has commenced the erection of an elvtr. and warehouse on the Northern Pacific with a capacity of 40,000 bus. It will be a wooden house with a concrete foundation. J. W. Lahart has the contract for the house, which will be completed May 10, at a cost of from \$8,000 to \$10,000.

Kremlin, Mont.—We expect to build a 45,000-bu. up-to-date elvtr., on the G. N. R. R., and will start work in July. A large store room for seed grain and farm machinery, with a frost proof basement, will also be constructed and we will soon install a 25-bbl. grist mill.—A. J. McKinzie, pres. and business mgr. Equity Co-operative Ass'n.

Great Falls, Mont.—The Montana Flour Mills Co. has let contract for the erection of 10 wheat elvtrs. to the H. C. Thompson Contracting Co. These will be 30,000-bu. houses, covered with galvanized iron, and will be erected at Denton, Square Butte, Geraldine, Montague, Waltham, Salem, Ashuelot, Fairfield, Farmington and Agawam, stations with 150 miles of Great Falls, on the Great Northern and the Milwaukee. The company has started work on elvtrs. at Moccasin and Hobson and the material is on the way for the houses at Salem, Waltham and Montague. These are the first of 22 elvtrs. which the company intends to build this year.

Agawam, Mont.—The Farmers Equity Union is looking for a site for an elvtr. The Montana Flour Mills Co., of Lewistown, has let contract for the erection of an elvtr. here.

Stanford, Mont.—James Allison, agt. of the Montana Central Elvtr. Co., was found dead Apr. 6, in the elvtr. office, with an automatic pistol in his right hand. He had shot himself thru the roof of the mouth.

NEBRASKA

Edgar, Neb.—I will build a new 3-room office this spring.—Lee Hill.

Superior, Neb.—Bossemeyer Bros. have installed a 25-h. p. oil engine.

Lincoln, Neb.—The Gooch Mfg. & Grain Co. is installing an oil engine.

Red Willow, Neb.—The elvtr. of Wm. McCallum & Co. burned recently.

Kenesaw, Neb.—The Kenesaw Mill & Elvtr. Co. is installing a 50-bbl. Midget Mill.

Friend, Neb.—Mr. Myers, of Lincoln, has bot the elvtr. and other property of E. G. Scoville.

Wymore, Neb.—The Farmers Grain, Lumber & Coal Co. has purchased a lumber yard here.

Ruby, Neb.—The recently organized Farmers Elvtr. Co. has decided to build a 23,000-bu. elvtr.

Gering, Neb.—Snyder & Co. will remodel their recently purchased alfalfa meal mill into an elvtr.

Monroe, Neb.—Work is progressing on the new elvtr. under construction for the T. B. Hord Grain Co.

Ord, Neb.—I have succeeded Irving D. Ewart as mgr. of the Farmers Grain & Supply Co.—H. Barnes.

Cozad, Neb.—The Farmers Elvtr. Co. has changed its name to the Farmers Co-operative Mill & Elvtr. Co.

Harbine, Neb.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of Koenig & Selk for \$3,000.

Ashland, Neb.—The Railsback Grain Co. has built an addition to its elvtr. and installed a new grain drier.

Firth, Neb.—The Firth Grain & Coal Co. is tearing down its old elvtr. and putting up a new house.—X.

North Bend, Neb.—The North Bend Grain Co., which disposed of its elvtr. in August, 1914, has been dissolved.

Albion, Neb.—The Albion Elvtr. Co. is reshingling and residing its elvtr., as well as giving it a coat of paint.

Belgrade, Neb.—I have succeeded Roscoe Stumbaugh as mgr. of the Farmers Grain & L. S. Ass'n.—T. E. De Vol.

Indianola, Neb.—The Equity Exchange has acquired the elvtr. and other property of the Farmers Elvtr. & L. S. Ass'n.

Woodcliff sta. (Fremont p. o.), Neb.—A. V. Moerker succeeds me as mgr. of the Farmers Elvtr. Co.—C. J. Christensen.

Schuyler, Neb.—The Farmers Grain Co. will remodel the elvtr. and sheds which it took over from the T. B. Hord Grain Co.

Ohiowa, Neb.—The Farmers Union has been incorporated, with a capital stock of \$25,000, to buy or build an elvtr. this year.

Paul, Neb.—Farmers are talking of building an elvtr. at this station.—Geo. J. Barth, agt. A. B. Wilson Grain Co., Lorton.

Mapps sta. (York p. o.), Neb.—The report that the elvtr. of the Van Wickle Grain & Lumber Co. has been sold is incorrect.

Benkelman, Neb.—The recently organized Benkelman Equity Exchange incorporated; capital stock, \$10,000; incorporators, L. Morse, pres., Dan L. Ough, sec'y, and others. The company operates an elvtr.

Omaha, Neb.—Walter W. Rudloff, ass't mgr. of the Rosenbaum Grain Co. at this place, was married Apr. 3 to Miss Pauline Elsassee.

Germantown, Neb.—Fire in the engine room at the elvtr. of Louis Meyers was extinguished Apr. 12 before much damage was done.

Chalco, Neb.—Jesse White is my successor as mgr. of the Chalco Elvtr. Co.—Robert W. Jark, of Bunton & Nichols, Brayton, Ia.

Kearney, Neb.—If the Buffalo County Grain & L. S. Ass'n does not sell its elvtr. it will probably open it in July for another season.

Peru, Neb.—The recently organized Farmers Union, of which J. D. Graves is pres., contemplates the erection of an elvtr. soon.—X.

Lebanon, Neb.—I was recently transferred by the Duff Grain Co. to its elvtr. at Syracuse, but am back here for a time.—F. W. Hoobler.

Putnam sta. (Beatrice p. o.), Neb.—H. S. Tonnemaker will operate the elvtr. of H. H. Norcross. He will handle groceries in connection.

Orleans, Neb.—The elvtr. of S. Richards burned Apr. 13. Loss, \$10,000; insurance, \$8,000. A car f grain on a nearby side track was also destroyed.

Brainard, Neb.—James Janosek, employed at the elvtr. of the Nye Schneider Fowler Co. at Loma, has been transferred to the company's elvtr. here.

Friend, Neb.—I. M. Myers, formerly in the grain business at Denton, has bot the elvtr. of E. G. Scoville and will take possession May 1.—M. S. Sheppard.

Columbus, Neb.—The Elevator Roller Mills, operating 2 elvtrs. and a mill, are increasing their rye plant and installing an automatic scale and other equipment.

Petersburg, Neb.—Mail should not be addressed to the Trans-Mississippi Grain Co. and the Urdike Grain Co. as these companies are out of business at this station.—E. Schnell, agt. Crowell Lumber & Grain Co.

Norfolk, Neb.—E. J. Kriege, of Sioux City, Ia., has succeeded Van P. Whittenmeyer, who resigned as mgr. of the branch office of E. W. Wagner & Co., of Chicago, Ill., to go into business on his own account at Columbus.

Princeton, Neb.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000. Adolph Heidecker is pres. and Thos. Doolittle, sec'y, of the company, which has bot and taken possession of the elvtr. of H. H. Norcross.

Fremont, Neb.—The addition, which we are building to our flour house, will double the capacity of it. We will operate the plant of the Brown Consolidated Mfg. Co., which we recently acquired, under the name of the Brown Cereal Mills.—A. A. Nehrbaas, mgr. Fremont Mfg. Co.

Benkelman, Neb.—Seepage water from the Republican River has filled our pit to a depth of 3 ft. and we will at once put in a steel tank to stop this in the future. We intend to make some further repairs and will increase our elvtr. capacity before next season.—Fred Kockrow, mgr. Equity Exchange.

Fremont, Neb.—I will have charge of the 10,000-bu. elvtr. under construction for the Farmers Union Ass'n. Equipment includes a Barnard & Leas Cleaner, manlift, automatic scales and an electric motor. G. H. Birchard has the contract. I am also mgr. of the implement and warehouse.—C. J. Christensen.

Omaha, Neb.—Votes cast Apr. 17 by the members of the Omaha Grain Exchange on the proposition to increase the number of memberships to 225 and price to \$2,500 each were canvassed by the directors and found defective, the two propositions being confused in marking the ballots. The directors will decide what course to take in a week or so. Meantime the memberships remain at 200 and the price at \$1,000 each.

Gordon, Neb.—The recently organized Farmers Grain & Produce Co. will build a 32x32x30 ft. elvtr. this spring. A. L. Davis is pres. of the company which has a capital stock of \$15,000.—N.

Omaha, Neb.—A sample table on the Grain Exchange has been taken by the Armour Grain Co., of Chicago, to complete its facilities at this market, where E. R. Thresher has been its representative. The company has had wire service here for three years. Pres. Geo. E. Marcy states there is no truth in the rumor recently circulated that the company will build a large terminal elvtr. here in the near future.

Touhy, Neb.—I have resigned as agt. of the Urdike Grain Co. at Clay Center and am now mgr. of the elvtr. which the recently organized Farmers Grain Co. took over from the Omaha Elvtr. Co. Repairs are being made, including new machinery, belts, cups, new spouting which includes a direct spout. The company has been incorporated with a capital stock of \$10,000 by James Kacirek, pres., Louis Kavan, and others.—A. J. Janovy.

NEW ENGLAND

Boston, Mass.—Albert W. Goodnow, handling grain and feed here and at Falmouth, has filed a voluntary petition in bankruptcy. Liabilities, \$42,583; assets, \$100.

Quincy, Mass.—F. H. Crane & Sons incorporated to handle grain, hay, etc.; capital stock, \$50,000; incorporators, Frank W. Crane, pres., H. E. Crane, treas., and J. M. Crane. The office attached to their elvtr. was entered recently and about \$2 in small change was taken.

Hartford, Conn.—Loydon, Northam & Loydon have succeeded Smith, Northam & Co. in the grain and feed business. Chas. H. Northam, Sr., pres., who has been with the firm for more than 50 years, is retiring and Chas. H. Northam, Jr., is taking his place as pres. and ass't treas. The firm has been incorporated with a capital stock of \$25,000, by Albert H. Loydon, Fred R. Loydon, of Windsor, and Chas. H. Northam, Jr.

NEW MEXICO

Tucumcari, N. M.—We have no elvtr. here and as an ass'n only recently have made any efforts to interest grain people. We are now figuring with a grain dealer from Kansas who will come here to look over the situation. Only 16 cars of wheat were shipped from here during 1915, which is a ridiculously small tonnage from this place. This is because there is no elvtr. to handle it. The town of Melrose, on the Santa Fe, got over 200 cars of our wheat. Farmers would gladly bring their grain here, instead of to Melrose or Clovis, if we had an elvtr. Business men and farmers would back up an elvtr. concern and we think the city would donate a site on the railroad.—Ray Z. Boyer, sec'y Business Men's Ass'n.

NEW YORK

Dunkirk, N. Y.—George M. Tarbox has sold his interest in the elvtr. at Delphos, O., and will return here to enter the grain business.

Albany, N. Y.—The first meeting of the creditors of Arthur E. Pratt Co., bankrupt, will be held Apr. 28.—Edwin A. King, referee in bankruptcy.

Albany, N. Y.—The Crippen-Westfall Grain Co. incorporated to handle grain, flour, feed and seeds; capital stock, \$5,000; incorporators, E. C. Crippen, M. M. Crippen and W. M. Westfall.

Rochester, N. Y.—F. D. Budd, who resigned as traveling representative of the Ames-Burns Co., of Jamestown, has gone into the grain and feed business on his own account with offices in the Powers Bldg.

BUFFALO LETTER.

The Washburn-Crosby Co. will make alterations in its brick elvtr. at a cost of \$15,000.

The Dellwood Elvtr. Co. incorporated to elevate, warehouse and forward grain; capital stock, \$100,000; incorporators, G. A. Archer, J. W. Daniels and M. Cox, of Minneapolis, Minn.

Fred E. Pond, sec'y of the Corn Exchange, and C. T. Doorty, grain dealer, went to Albany to protest against the Lefevre bill calling for more state employees to weigh grain and feed at all points where these are loaded in bulk for shipment by rail. The law which is reported to be entirely uncalled for, would

The Buffalo Elevating Co., owners of the Dakota Elvtr. and the American Linseed Co., has made a proposition to the city for the purchase of the islands at the foot of Main St. It proposes to pay the municipality \$160,000, on condition that it acquire the islands for \$300,000 and dredge them for a turning basin. George J. Meyer now has the controlling interest in the islands.

NEW YORK LETTER.

Wm. L. Mangam, aged 58 years, at one time actively engaged in the grain and feed business, died this month.

Horace L. Ingersoll, pres. of the Horace Ingersoll Co., in the grain and hay business for 35 or 40 years, died Apr. 1, aged 54 years.

Roy L. Ellerton, of Morey & Ellerton, and Edgar F. Richards, of John T. Fahey & Co., Baltimore, Md., have been admitted to membership in the Produce Exchange. James E. Van Wagner, with Joseph W. Hatch, in the grain brokerage business, and Edward J. Bradbury, with Knight & McDougal, have applied for membership.

NORTH DAKOTA

Larimore, N. D.—Farmers are forming an elvtr. company.

Rutland, N. D.—The Farmers Elvtr. Co. will build a 40,000-bu. elvtr.

Mooreton, N. D.—The Farmers Elvtr. Co. has hired Mr. Muir as mgr.

Walhalla, N. D.—The Walhalla Roller Mill Co. is remodeling its elvtr.

Dawson, N. D.—Andrew Okron is the new agt. for the Powers Elvtr. Co.

Flaxton, N. D.—The Farmers Elvtr. Co. will build a new elvtr. or enlarge its old house.

Alice, N. D.—The Farmers Elvtr. Co. will raise its elvtr. as soon as the weather permits.

Kennedy, N. D.—The Farmers Elvtr. Co. has been organized with P. M. MacEnrow as pres.

Lawton, N. D.—Meitzner Bros. will build a 22,000-bu. elvtr. on their farm southwest of this city.

Ambrose, N. D.—The Farmers Elvtr. & Trading Co. is installing a new cleaner in one of its elvtrs.

Webster, N. D.—I expect to quit the grain business.—M. W. Moore, agt. Winter-Truesdell-Ames Co.

Douglas, N. D.—The Farmers Elvtr. Co. is planning the erection of a large elvtr. C. J. Janzen is interested.

Deisem, N. D.—The Deisem Equity Elvtr. & Trading Co. has been organized with a capital stock of \$12,000.

Binford, N. D.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000 to buy or build an elvtr.

Sherwood, N. D.—The National Elvtr. Co. will make extensive improvements in its elvtr. T. E. Ibberson will do the work.

Eldridge, N. D.—Leo Whiting, of Minnesota, has succeeded me as agt. for the Powers Elvtr. Co.—R. C. Merrill, Ada, S. D.

Powell sta. (Ojata p. o.), N. D.—The recently organized Farmers Elvtr. Co. has been incorporated with a capital stock of \$10,000.

Petersburg, N. D.—The Farmers Elvtr. Co. will receive bids until May 1 on the raising of an elvtr. and putting in a foundation.

Plaza, N. D.—Ernest Balsukot has bot the elvtr. and coal sheds of the Atlantic Elvtr. Co.—H. H. Westlie, mgr. Farmers Elvtr. Co.

Stampede, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. burned Apr. 5, together with \$25,000 worth of grain. Loss, \$34,000.

Tolna, N. D.—The elvtrs. here are having considerable trouble. The pits are almost full of water and it runs back as fast as it is pumped out.

Dore sta. (Fairview, Mont., p. o.), N. D.—O. W. Pagel, formerly mgr. of the Farmers Elvtr. Co., is under arrest, charged with embezzlement of elvtr. funds.

Mooreton, N. D.—E. E. Bailey and R. W. Sether, of this place, have bot the elvtrs. of the Crown Elvtr. Co. here and at Barney. They will take possession July 1.

Ellendale, N. D.—Chas. Wahl, F. M. Walton and J. R. Crowley have formed a partnership, under the name of the Ellendale Grain & Produce Co., to operate an elvtr., grain, coal and feed business.

Sykeston, N. D.—We will build 40,000-bu. elvtrs. here and at Dover, equipped with double legs and automatic scales. The cleaning capacity will be large.—A. C. Grove, pres. Farmers Co-operative Ass'n.

Winship sta. (Ellendale p. o., N. D.), S. D.—In addition to our general grain, coal and flour business, we are now operating a grocery store. There are no other stores at this point.—Winship Equity Exchange.

Conway, N. D.—The elvtr. of the Atlantic Elvtr. Co., containing 15,000 bus. of grain, burned Apr. 6. Two cars loaded with wheat were also destroyed. The loss, which is about \$25,000, is partly covered by insurance.

Dazey, N. D.—Indications point to a settlement of the affairs of the North Dakota Grain Co., with elvtrs. here and at Walum, on such basis that the holders of approximately \$25,000 worth of storage tickets will be fully protected.

Gwinner, N. D.—The Farmers Elvtr. Co. has closed its elvtr. until May 1 in order to install double legs and new spouting. The Farmers Mill & Grain Co. will put in a cleaner this summer.—Geo. Sandbuck, agt. Thorpe Elvtr. Co.

Homer, N. D.—The Farmers Elvtr. Co. will meet Apr. 29 at Jamestown to receive bids for the erection of an elvtr. according to plans at the office of T. E. Ibberson at Minneapolis, Minn., or the sheriff's office at Jamestown.

Grafton, N. D.—The recently organized Farmers Elvtr. Co. has let contract for an up-to-date elvtr. to T. E. Ibberson. There will be 16 bins, 2 legs, large weighing out scale, and a 20-h. p. engine. A large office and coal shed will be erected.

Valley City, N. D.—Chas. J. Lybeck, of Park River, and E. Nelson, of Inkster, mgr. of the Lybeck Grain Co., which operates elvtrs. at Conway, Pisek, Tuttle and Marston, will make this city the headquarters of the company, moving here this spring.

Englevale, N. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr., formerly operated by the Independent Elvtr. Co., and secured I. E. Arntson, of Lisbon, as mgr. The company will take possession May 1. The house is now operated by Tom Oien.

Fargo, N. D.—The state railroad commission of North Dakota is conferring here with E. F. Ladd, pres. of the North Dakota Agricultural College, with respect to the value of the several grades of wheat for milling purposes. Pres. Ladd declared that the farmers were not getting enuf for No. 3 and rejected wheat, for he insisted that the lower grades of wheat went into the highest grades of flour, and that the millers netted a greater profit from the lower grades than from the higher.

Kathryn, N. D.—The fire that destroyed our 35,000-bu. elvtr. on Mar. 29 was discovered first under the driveway. We carried \$45,000 insurance on the elvtr. and coal shed and the grain was about all covered by insurance. We have not decided whether we will buy one of the elvtrs. here or build a fireproof house.—E. Eggen, mgr. Farmers Elvtr. Co.

Sherwood, N. D.—The Farmers Elvtr. Co. has let contract for an up-to-date iron clad plant, for receiving and cleaning grain, to T. E. Ibberson. Equipment includes Clipper and Richardson Cleaners, Eureka Mustard Machines, 7 legs, car puller, platform dump scale, manlift, 20 all hopped bins in addition to 2 bins to be used for buying bonded grain, and a special screening bin with a special 20x20 ft. room for seed purposes. A 14x20 ft. office, with fireproof vault and full set of furniture, a 16x20 ft. directors' room and a large feed mill will be erected separate from the main building. The foundation will be of reinforced concrete slabs. The platform dump scale will be placed in the driveway. The machinery will be driven with 6 electric motors, from 5 to 20 h. p., everything to be run in separate units.

OHIO

Weston, O.—J. V. Dirk will install electric motors in his elvtr.—G.

Union, O.—The elvtr. and other property of the Younce Grain Co. was recently sold at sheriff's sale.

Fremont, O.—The Peoples Elvtr. & Supply Co. will build a new frame elvtr. near its present house.

Green Camp, O.—The Green Camp Grain Co. has bot the elvtr. of the Watts Elvtr. Co. according to report.

Canton, O.—Work is being rushed on the elvtr. and buildings under construction for the Canton Feed & Mfg. Co.

Mt. Sterling, O.—Rife & Morris, operating elvtrs. at Circleville, have bot the elvtr. of the late Willis Jones.—G.

Sidney, O.—Isaac Lochard and W. L. Alton have bot the interest of E. T. Custer in the Miami Valley Grain Co.

Scott, O.—Harvey Eikenbary has purchased the elvtr. of the Pierce Grain & Hay Co. and will take possession June 1.

Richwood, O.—The Richwood Grain Co., incorporated; capital stock, \$15,000; incorporators, H. H. Gill, R. R. Gill and others.

Rogers, O.—Binsley & Co., feed dealers of Lisbon, will start work on the erection of an elvtr. as soon as the weather permits.

Ashville, O.—The Scioto Grain & Supply Co., incorporated; capital stock, \$25,000; incorporators, Samuel Hall, Wm. A. Parks, and others.

Prairie Depot, O.—I have resigned my position with the Fostoria Grain Co., at Fostoria, and am now with Cruikshank & Co.—C. C. Whetstone.

Mingo, O.—S. O. Benz is out of business and I have leased the elvtr. here to Ora Clark, who has an elvtr. at Cable.—O. S. Townsend, North Lewisburg.

Cincinnati, O.—Joseph J. Murphy, who had been with the Cleveland Grain Co. since it established its office here, died this month at Covington, Ky.

Ashland, O.—I am mgr. of the newly organized Farmers Equity Union which has purchased a site on the Erie R. R. for its new elvtr.—P. F. Wicks.

Orient, O.—Sark, Plumb & Graham have purchased the elvtr. of the late Willis Jones. J. H. Sark, a member of the firm, operates an elvtr. at Ashville.—G.

Shreve, O.—The Farmers Equity Co. now owns and operates the elvtr. of B. T. Craig. The Gray & Smith Mfg. Co. has bot the elvtr. of Eddy & Merkel.—W. A. Eddy & Son.

Vanlue, O.—We expect to buy the elvtr. at this place. We are located on the Big Four and expect to install a new cleaner and engine as well as other changes.—G. W. Snook, sec'y Vanlue Grain & Supply Co.

Cavett, O.—The Van Wert Grain & Hay Co. has sold its elvtr. to H. G. Pollock, of Middlepoint, who formerly owned it. The elvtr. will be rebuilt. The Van Wert Grain & Hay Co. is now operating the elvtr. it recently acquired from the Wadsworth Feed Co.—G.

Delphos, O.—We have purchased the elvtr. of Botzum Bros., on the N. O. R. R., and will operate it instead of our house, which we will dismantle, as it is not on a railroad. Botzum Bros. will continue to operate their elvtr. and feed store at Akron.—Geo. F. Lang Mlg. Co.

Defiance, O.—Organization of the Ohio Farmers Grain Dealers Ass'n was completed Apr. 5. G. F. Keefer, of Fremont, was elected executive sec'y. He was instructed to organize a co-operative grain dealers ass'n in every county of the state if possible. The next meeting of the state ass'n will be held in Toledo on June 14.

Derby, O.—Daugherty & Co. have bot the interest of the heirs of the late Willis Jones in the elvtr. business conducted in the name of Jones & Co. The members of the company are J. M. and Harry Blaine and myself. I have been associated with the late firm as mgr. for 16 years and as a partner for 5 years.—A. M. Daugherty.

St. Paris, O.—David McMorran and George W. Pence have taken over the stock held by John H. Myers, sec'y and mgr. of the St. Paris Grain Co. and Mr. Pence has been elected pres. of the company. The other stockholders are Dr. J. F. Hamsher, Wm. Caven, J. E. Stayman, J. E. Wells, W. H. Persinger, C. E. Wilkinson and E. L. Alton.

Monroeville, O.—The Horn Bros. Co., incorporated; capital stock, \$50,000; incorporators, Philip, Wm. C., Albert, Florence and Eunice E. Horn and J. P. Easton. The new company will take over the grain business conducted by Philip Horn before his elvtr. burned on Feb. 2. Rapid progress is being made on the company's new 30,000-bu. local and transfer elvtr. which is to be completed by July 15. Equipment includes 2 Monitor Grain Cleaners, 4 stands of elvtr. legs, automatic and hopper grain scales, a 3,000-bu. drier, a 1,000-bu. Sidney Sheller, up-to-date loading machinery, a 20-in. burr feed grinder with a crusher of large capacity and 11 electric motors with a total of 93 h. p. The plant when completed will have a capacity of 15,000 bus. daily. Construction work is under the supervision of A. M. Shauck.

Lima, O.—The Northwestern Grain Dealers' Ass'n had a very successful and interesting meeting on Apr. 7 with about 30 grain dealers in attendance. Mr. Doering, of Antwerp, spoke at length on the subject of the importance of testing seed corn before the farmer would be ready to plant. He exhibited a small seed corn tester, with a felt pad having 100 compartments of 5 grains each, which could be purchased for 25c each, the tester to be distributed by the elvtr. people as a gift to the farmer. It would carry a very important advertisement for the donor. Earl C. Bear, of Hicksville, gave a very interesting talk on the farmers equity movement, pointing out the misleading statements of the arguments set forth by some of the promoters. This discussion brot out an interesting speech from E. R. Rader, mgr. of the Convoy Equity Exchange, Convoy, confirming Mr. Bear's statements, much to the pleasure of those present. The meeting adjourned to meet in about a month at the call of the sec'y. Everyone went home satisfied that much good had been accomplished and feeling that the reorganization had been completed on a very sound basis.—H. G. Pollock, Middlepoint.

OKLAHOMA

Rosston, Okla.—Brandt Bros. have succeeded A. M. Brandt & Son.

Delaware, Okla.—The elvtr. of 1800 Skimmerhorn burned recently.

Nash, Okla.—B. M. Athey, operating a line of elvtrs., has bot the elvtr. of Mills Bros.

Madill, Okla.—The Madill Grain & Elvtr. Co. has sold its lumber business to the Madill Lumber Co.

Beaver, Okla.—The Bolin-Hall Grain Co. has completed its new elvtr. for which it let contract to the White Star Co.

Texhoma, Okla.—W. E. Benson purchased the elvtr. of the Patton-Rardin Grain Co. at an auction sale for \$9,000.

Cherokee, Okla.—C. A. Bowles is grain buyer at our recently acquired elvtr.—M. R. Mansfield, of Hanna-Mansfield Grain Co.

Fl. Cobb, Okla.—We are operating our recently acquired elvtr. under the name of the Fl. Cobb Elvtr. Co.—F. E. Oliver, mgr.

Oklahoma City, Okla.—Work is now progressing on the new building which the grain dealers at this city will occupy after May 1.

Sulphur, Okla.—Daniel Tedrich will install a Midger Mill, power for which will be furnished by a 25-h. p. Charter Type R Oil Engine.

Cyril, Okla.—The elvtr. I recently bot at this place was formerly owned by H. W. Cole. This station has 2 elvtrs.—D. E. McAnaw, Elgin.

Gate, Okla.—W. D. Foresman and B. F. Foulds have purchased the elvtr. which Bouquot & Ludwick recently took over from the Alva Roller Mills.

Beaver, Okla.—We intend to buy or build an elvtr., in the near future, on the Beaver, Mead & Englewood R. R.—R. C. Fain, mgr. Beaver Equity Exchange.

Hydro, Okla.—M. C. McCafferty has purchased the interest of his partner, R. R. Thorp in the grain business. Mr. Holstein has been placed in charge here.

Kingfisher, Okla.—The recently incorporated Farmers Elvtr. Co. has leased the office of the El Reno Mill & Elvtr. Co. and will engage in business on May 1.

Burlington, Okla.—Burlington Grain Co. incorporated; capital stock, \$10,000; incorporators, C. D. Gulick, Kiowa, Kan., B. J. Lambert, of this city, and others.

Vinita, Okla.—We will make some improvements before the new crop, on our recently acquired elvtr. at this point.—Pittman & Harrison Co., Claremore.

Perry, Okla.—E. J. Miller is building a 15,000-bu. addition to his elvtr. on the Frisco and Santa Fe right-of-way. Up-to-date equipment is being installed.

Helena, Okla.—Farmers Co-operative Ass'n incorporated to buy and sell grain; capital stock, \$5,000; incorporators, W. A. Glasgow, R. P. Bouse and Amos R. Lealisher.

Aline, Okla.—The Home Builders & Shipping Ass'n is raising the money to form a company and buy an elvtr. L. A. Carey, W. L. Crouch and J. W. Hertzler are the active officers.

Foraker, Okla.—Farmers Grain & Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, D. J. Edwards, W. H. Metcalf, of Foraker, and D. C. Edwards, of Oklahoma City.

Rosston, Okla.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, F. M. Hickman, Wm. Kimball, Rosston, and W. R. Morris, of Yelton.

Carmen, Okla.—An elvtr. and warehouse will be built by the recently organized Farmers Elvtr. Co., which will be incorporated with H. H. Sellers as pres. and M. S. Boyce as sec'y.

Woodward, Okla.—The Bouquot-Ludwick Co. incorporated to do a general grain business; capital stock, \$10,000. The company operates a line of elvtrs. in this state with headquarters in the First National Bank Bldg. in this city.

Duncan sta. (Catale p. o.), Okla.—L. M. Kuykendall is having the machinery installed in his recently completed 25,000-bu. elvtr., the basement and lower floor of which are of concrete. He expects to have it ready for operation in May.

Aline, Okla.—Albert S. Ball, of Fairview, and Loren H. Ball, operating as the Aline Mlg. Co., have installed a 30-h. p. Type R Charter Oil Engine in their elvtr. and mill.

OREGON

Ione, Ore.—The Farmers Union contemplates the erection of a 60,000-bu. elvtr.

Portland, Ore.—Baifour, Guthrie & Co. have taken over the plant of the Golden Rod Mlg. Co. and will operate it under the old name. The purchase price of the plant, which was sold at auction, was \$75,000.

PENNSYLVANIA

Pottsville, Pa.—A 25,000-bu. elvtr. is under construction for John W. Conrad & Sons.

Girard, Pa.—Robert Potter, of Erie, has succeeded Hugh Nesbitt and will handle grain, flour and feed. He will improve the mill and erect a warehouse.

PHILADELPHIA LETTER.

William B. DuPuy, of Wm. B. DuPuy & Co., in the grain business since 1870, is not improving greatly from a long and lingering illness.

W. H. Filemyr, Sr., of Filemyr & Son, grain and feed dealers, and a member of the Commercial Exchange, died Apr. 4 at the age of 72 years.

About 800 workmen, employed in different capacities at the new Girard Point Elvtr. and the annex now being completed, decided to quit work unless their wages were increased from \$2.40 and \$2.65 up to \$3 per day. They are now disposed to return to work on a compromise basis.

PITTSBURGH LETTER.

William Falloom is now associated with B. McCracken & Son.

William Robertson, a pioneer in the grain business, died at Wilkensburg at the age of 69 years.

The worst thing grain men here have to contend with is moldy corn. I had 2 cars of corn of which 200 bus. was useless. The corn appeared good but upon breaking the cob I found that the center was moldy.—Samuel Walton.

George R. Harris, mgr. of the grain dept. of Geo. W. Eberhardt & Co., died Apr. 7 after a long illness. He had acted as mgr. of the grain depts. of Henry Sproul & Co., John Armstrong, and Donner, Childs & Woods at various times. He is survived by a widow and a son.

SOUTH DAKOTA

Ravinia, S. D.—I am now mgr. of the Farmers Elvtr. Co.—J. H. Bundy.

Tolstoy, S. D.—I expect to discontinue the grain business.—Anton Dusal.

Emery, S. D.—I am mgr. of the Mayer & Tschetter Grain Co.—A. A. Mettler.

Holmquist, S. D.—The Farmers Elvtr. Co. has purchased a new grain cleaner for its elvtr.

Glenham, S. D.—The Farmers Equity Union has arranged to build or buy an elvtr. here.

Groton, S. D.—The Eagle Roller Mill Co. will remodel its elvtr. T. E. Ibberson will do the work.

Hecla, S. D.—The J. E. Scott Elvtr. Co. will make some improvements on its elvtr. this summer.—J. F. Sankey.

Tacoma Park, S. D.—Equity union promoters are agitating the erection of an elvtr. on the Great Northern.

Hitchcock, S. D.—The elvtr. of the Eagle Roller Mill Co. was robbed recently. About 20 sacks of flour were stolen.

Parker sta. (Childstown p. o.), S. D.—John C. Miller plans the erection of an up-to-date elvtr. on his farm.

Menno, S. D.—A. A. Wollman, of Freeman, has let contract for a 24x27x40 ft. cribbed elvtr. to Levi D. Wait.

Craven, S. D.—The Craven Elvtr. Co. has been incorporated with B. Petersen, John Sloan and others as incorporators.

Verdon, S. D.—The Eagle Roller Mill Co. will make extensive alterations in its elvtr. T. E. Ibberson will do the work.

Madison, S. D.—The Merchants Elvtr. Co. has bot the elvtr. of the H. F. McCord Elvtr. Co. Frank McGowan will be mgr.

Wessington, S. D.—We are rebuilding our elvtr., increasing the capacity to 35,000 bus.—Geo. P. Sexauer & Son, Brookings.

Spearfish, S. D.—We are organizing the Farmers Elvtr. & Grain Co. to build an elvtr. on the Burlington R. R.—Fred B. Estes.

Argentine sta. (Dewey p. o.), S. D.—The report that the erection of an elvtr. was contemplated by 2 dealers here is incorrect.

Verdon, S. D.—The Farmers Elvtr. Co. is wrecking its 2 old elvtrs. and will build an up-to-date house. T. E. Ibberson has the contract.

Canova, S. D.—The recently organized Farmers Elvtr. Co. has elected Chas. Freeman as temporary chairman and M. J. Duxbury, sec'y.

Elk Point, S. D.—The McCaull-Webster Elvtr. Co. has closed its elvtr. here. W. R. McKenzie, agt., recently underwent an operation for appendicitis.

Roslyn, S. D.—Work will be started at once by the recently incorporated Farmers Elvtr. Co. on an elvtr. so that it will be in operation this summer.

Nunda, S. D.—L. R. Froestad, of Wentworth, has secured a position with Abraham & Schultz. He was married last month to Miss Bertha Kenney, of Wentworth.

Freeman, S. D.—The material is on the ground for the new 20,000-bu. elvtr. for which Pollman & Wipf let contract to Levi D. Wait. It will be a cribbed house, 24x27x40 ft.

Sioux Falls, S. D.—The German Grain Co. is building a new 4-story machinery warehouse, 48x160 ft., which will be used as a transfer house. Levi D. Wait has the contract.

Athol, S. D.—The Eagle Roller Mill Co. has let contract for a 30,000-bu. up-to-date elvtr. to replace the house which burned in February. T. E. Ibberson has the contract.

Timber Lake, S. D.—Farmers are subscribing to the Farmers & Merchants Mill Co. which is planning to organize to maintain elvtrs. at this place, Firesteel and other points.

Bonilla, S. D.—The regular elvtr. operators here are the Farmers Elvtr. Co. with Carl Paulson as mgr., and Siberz Bros. & Craig with myself as agt. All others are scoop shovelers.—J. E. Rush.

Clark, S. D.—We are building a 12x24x10 ft. addition to our flour and feed house but do not think we will be able to build our proposed coal elvtr. this season.—E. J. Keenan, mgr. Farmers Elvtr. Co.

Alpena, S. D.—A. H. Betts will rebuild the elvtr. which he is wrecking at Ellis, into an up-to-date house here. It was formerly owned by the Hubbard & Palmer Co. Levi D. Wait is doing the work.—Agt. A. H. Betts, Ellis.

Zell, S. D.—We will wreck our old elvtr. to make room for the new 35,000-bu. house for which we let contract to T. E. Ibberson. Equipment includes an automatic dump, manlift, double leg, hopper bottom bins and other up-to-date machinery.—F. J. Jungworth, mgr. Farmers Elvtr. Co.

Sioux Falls, S. D.—In the suit brot by Clement F. Porter, as receiver for the Independent Elvtr. Co., against F. M. Davies & Co., as receiver, the jury returned a verdict in favor of the plaintiff in the sum of \$18,486, but upon application of the defense Judge Elliott made an order staying entry of judgment in the case pending a motion for new trial, arguments which will be heard May 2, at the Aberdeen term of court.

SOUTHEAST

Dublin, Ga.—The Cochran-Smith Co. has been organized to handle grain, seeds and provisions.

Tampa, Fla.—I. S. Giddens, a pioneer in the wholesale grain and grocery business, died Apr. 15.

Buckhannon, W. Va.—I. A. Stalnaker, who contemplated the erection of an elvtr. and feed mill, has abandoned the idea.—X.

Ft. Lauderdale, Fla.—We will build a 10,000-bu. elvtr. equipped with a cleaner, sheller, hopper scale, feed mill, engine and boiler. We handle grain, flour, feed, hay and seeds.—W. L. Brandon & Son.

Monroe, Ga.—The Monroe Wholesale Co. will be incorporated, with a capital stock of \$15,000, to handle grain, groceries and farm implements, starting business about May 1. The company has the privilege of increasing the capital stock to \$100,000 later.

TENNESSEE

Gallatin, Tenn.—Contract for a 100,000-bu. elvtr. and warehouse has been let by the Gallatin Mfg. Co. to the Burrell Engineering & Construction Co. It will be used for receiving and storage purposes.

Fayetteville, Tenn.—C. S. Buchanan, W. H. McLaughlin and J. S. McPhail have bot the grain and grocery business of A. M. McLaughlin & Son and will handle field seeds, feedstuffs and groceries, under the name of Buchanan & McLaughlin.

Nashville, Tenn.—The Grain Exchange on Apr. 18 elected the following officers for the ensuing year: E. M. Kelly, pres.; F. E. Gillette, first vice-pres.; Samuel Polk, 2nd vice-pres.; directors: Chas. D. Jones, W. R. Tate, R. H. Worke, D. Newbill and S. C. Wilkes. Mr. Kelly has been pres. for several years.

MEMPHIS LETTER.

Several workmen were injured, but not seriously, when a scaffold on the new elvtr. of the Gillette Grain Co., on which they were working, fell.

C. B. Stafford, hay and grain traffic commissioner of the Merchants Exchange, has moved to larger quarters in the Exchange Bldg. E. R. Gardner, chief grain and hay inspector, has moved his office from the Exchange Bldg. to quarters near the warehouse district.

TEXAS

Bay City, Tex.—We are not figuring on building an elvtr.—Carter Grain Co.

Electra, Tex.—The capital stock of the Farmers Elvtr. Co. has been increased from \$5,000 to \$15,000.

Bryan, Tex.—H. T. Lawler & Sons will have their new 35,000-bu. elvtr. and 100-bbl. up-to-date mill in operation by June 1.

Howe, Tex.—J. A. Hughes Grain Co. incorporated; capital stock, \$20,000; incorporators, J. A. Hughes, C. E. Davis and I. R. Bobbitt.

Amarillo, Tex.—A 40,000-bu. elvtr. and 75-bbl. mill will be built and operated by a company, started by W. E. Sloan, which will have a capital stock of \$35,000.

Denton, Tex.—J. H. Reeves, receiver for the bankrupt Alliance Mfg. Co., has taken charge of the company's 300,000-bu. elvtr. and mill. The first meeting of the creditors was called for Apr. 17.

San Antonio, Tex.—We are installing a 200-bbl. flour mill in addition to our corn meal, corn chop, and masalina plants which we now operate. We will erect additional storage tanks but do not at present know what capacity they will be.—Tamilina Mfg. Co.

Temple, Tex.—The corn sheller of the A. B. Crouch Grain Co. burned Apr. 13. The building and contents were practically a total loss, the damage being about \$1,250. The only grain in the building was about 100 bus. of damaged corn which was being fed to hogs.

Clifton, Tex.—The Clifton Mill & Elvtr. Co. has greatly improved the appearance of its property by setting out a row of shade trees along the front of its block of land and clearing away rocks and other unsightly objects. It will soon have the appearance of a park.

Harrold, Tex.—The recently incorporated Harrold Elvtr. Co. is operating 2 elvtrs., one of which it owns and the other it leases from the Wichita Mill & Elvtr. Co. J. B. Ferguson, pres. of the Farmers Elvtr. Co. at Electra, is also pres. of the Harrold Elvtr. Co.—X.

FT. WORTH LETTER.

The Burrus Mill & Elvtr. Co. has built another warehouse at a cost of \$10,500.

We are not operating an elvtr. as yet but are doing a straight wholesale grain, feed and commission business with offices in the First National Bank Bldg.—C. D. Ferguson Grain Co.

G. E. Blewett, for the past 2 years with Douglas W. King, will open a grain brokerage and consignment office about June 1. He has been admitted to membership in the Grain & Cotton Exchange.

The following have been admitted to membership in the Texas Grain Dealers Ass'n: V. J. Romanet, Galveston; Markham Warehouse & Elvtr. Co., Markham; McAllen State Bonded Warehouse Co., McAllen; International Brokerage Co., El Paso, Tex., and Dexter & Norman, Columbus, Ga.—H. B. Dorsey, sec'y.

At the annual election of the Grain & Cotton Exchange, Apr. 5, the following officers were elected: W. W. Manning, pres.; Thos. B. Owens, vice-pres.; Bert K. Smith, treas., and E. B. Wooten, sec'y. The directors for this year are: Thos. B. Owens, Chas. Little, T. G. Moore, W. W. Manning and Bert K. Smith. J. E. Robinson was reappointed chief inspector and C. B. Wright was reappointed ass't inspector.

The executive com'te, in session Apr. 22, has selected Ft. Worth as the place and May 26 and 27 as the dates for the holding of the 19th annual meeting of the Texas Grain Dealers Ass'n. The com'te passed a resolution instructing the sec'y to take up with the senators and congressmen from Texas, the matter of urging the passage of the Rubey Bill, or the Grain Grades Act, at this session of congress.—H. B. Dorsey, sec'y.

UTAH

Payson, Utah.—The Payson Mfg. Co. has let contract for a 20,000-bu. concrete elvtr. to the Burrell Engineering & Construction Co.

WASHINGTON

Wilbur, Wash.—J. Muir contemplates the erection of an elvtr. here.

Centerville, Wash.—Centerville Elvtr. Co. incorporated; capital stock, \$17,000; incorporators, Geo. Garner, Jacob Crocker and others.

Pullman, Wash.—William Chambers will erect a building to be used as a grain office and general products establishment. No elvtrs. are located at this point.

Seattle, Wash.—The grain com'te of the Merchants Exchange, on account of the high price of bags, recently voted that 10c allowance shall be made for re-sacks, 3c for bad order sacks, 4c a bu. for bulk wheat, and \$1.50 per ton for bulk barley, oats and rye.

Walla Walla, Wash.—Farmers have come to no definite conclusion regarding the erection of an elvtr. but we do not think they will build as a number of them are contracting for grain bags. Four or 5 farmers have private elvtrs. in this district. At Pendleton, Ore., 60,000 cotton bags were purchased which were made in the east especially for this locality as they are very thin and light. We understand they paid 11c each.—J. Z. Smith.

Albion, Wash.—We are not building at present but expect to erect a small elvtr. to load cars and possibly will have 2 or 3 tanks to haul to. The price of sacks is so high that we think there will be a large amount of wheat stored in tanks on the farm.—J. C. Fair.

Seabury sta. (Oakesdale p. o.), Wash.—The recently incorporated Seabury Elvtr. Co. is building a 60,000-bu. elvtr. on the Inland R. R. which we expect to have ready to handle the coming crop. The company will not buy grain but will run in thru the house and store it at some seaboard point suitable to the owner. I am pres., J. J. Brouder, sec'y and H. E. Kendall, treas.—J. H. Seney.

WISCONSIN

Markesan, Wis.—I succeeded the Farmers Elvtr. Co. last August.—John M. Hull.

Glenwood City, Wis.—The new elvtr. and mill project at this place is practically assured.

Adell, Wis.—I recently took over the elvtr. of Frank Heckle, exchanging my farm for it.—E. H. Peterson.

Clinton, Wis.—Report states that the Farmers Elvtr. Co. is negotiating for the purchase of the Milwaukee Elvtr. Co.

Coleman, Wis.—The elvtr. owned by the Coleman State Bank is not in operation. My elvtr. is the only elvtr. at present in operation here.—Jos. H. Duquaine.

Palmyra, Wis.—We are now operating the 20,000-bu. elvtr. and grain business which we bot from Gregory Bros.—Oscar A. Anderson, sec'y-treas. Oscar A. Anderson Lumber Co.

Kewaskum, Wis.—The Rosenheimer Malt & Grain Co. has been incorporated, with a capital stock of \$100,000, by Rosenheimer Bros. The company has been in the grain business here for several years.

MILWAUKEE LETTER.

A. A. Breed has been reappointed chief grain inspector of the Chamber of Commerce and F. F. Clapp, chief weighmaster.

The Carl H. Baumann Grain Co. is incorporated; capital stock, \$10,000; incorporators, Carl H. Baumann, F. Baumann, and Chas. J. Wojahn.

The grain inspection and weighing com'te of the Chamber of Commerce for this year will consist of A. R. Templeton, A. K. Taylor, E. H. Dadmun, P. P. Donahue and J. M. Riebs.

Paul W. Arndt, of the E. P. Bacon Co., has been admitted to membership in the Chamber of Commerce. Theodore W. Peterson, of the Flanley Grain Co., Frederick T. Murphy, representing Ware & Leland, and Robert L. Hackett have applied for membership and the memberships of Chas. C. Flanley, of Sioux City, Ia., and the estates of B. Leidersdorf, W. L. White and E. P. Hackett have been posted for transfer.

The number of members in the Chamber of Commerce, that is permissible, is gradually being cut down and memberships are increasing in value. Last year 9 memberships were cancelled, the holders withdrawing their share of their funds, and 2 members were expelled. The previous year the membership was reduced by 23 cancellations. The limit has therefore been reduced from 582 to 571 memberships at the close of the present fiscal year.

In the annual statement of the board of directors of the Chamber of Commerce, the income from all sources is reported at \$84,250; funds received in trust, \$2,204; balance beginning of fiscal year, \$43,662, a total of \$130,117. Disbursements were \$92,858, leaving a balance at the end of the year of \$37,258. The inspection dept. finished the year with a good balance but the weighing dept. finances show a deficit of \$2,935. Both these accounts had a balance at the end of the preceding year. The principal of the gratuity fund remains unchanged at \$122,500 par value of the securities. The amount accruing to beneficiaries of the fund upon the death of members who died during the year is \$2,704 or \$540.84 to heirs.

The Parry Grain & Mfg. Co. has let contract for a 50,000-bu. terminal elvtr. and feed plant to be erected at once on its recently purchased site. The Burrell Engineering & Construction Co. has the contract.

The Flanley Grain Co., of Sioux City and Omaha will open an office here May 1 with T. W. Peterson in charge. Mr. Peterson is secretary-treasurer of the company and has been at Sioux City for the past six years.

The membership of Charles F. Glavin, in the Chicago Board of Trade, valued at \$4,000, passes to Thomas C. Weston, trustee in bankruptcy, according to a decision of Judge Geiger on Apr. 17. Mr. Weston assumed to succeed Glavin in the membership as a property right and asked recognition thereof by the board. Members of the Chicago Board who were creditors in the sum of about \$35,000, resisted on the ground that one of the rules provides that a membership can not be disposed of in any manner if the holder thereof is obligated to other members, and that the membership therefor can not pass to the bankrupt's estate. The court holds that there is a property right that can properly be claimed by the trustee and that the exchange must recognize him as the holder of a membership.

THE QUESTION of shipping grain bot by Holland has become a serious question in view of the trouble with the Holland American Line sailings, which, it is understood, has grown out of the question of adequate insurance for widows and orphans on account of the sinkings by torpedo boats and submarines. The men have struck and until this question is adjusted the movement of steamers is expected to be delayed. No sailings have been made from Rotterdam for nearly two weeks, and there are no boats on this side.

THE EFFECT OF HYDROCYANIC ACID gas fumigation of flour was found to be so small as to be entirely negligible in bread made from it in several conclusive baking tests conducted by the Kansas State Agriculture College. Three different bakings, 3 days, 30 days and 60 days apart, were made from each of the different grades of soft and hard winter wheat flours treated with the maximum amount of hydrocyanic acid gas used in mills. The results were always the same, and these were compared with bakings from unfumigated flour.



E. W. Wagner, Chicago, Ill.

E. W. Wagner & Co. Growing.

The recent purchase by E. W. Wagner of a membership in the New York Stock Exchanges makes him a member of all the leading exchanges.

Mr. Wagner was born in Chicago, Sept. 2, 1864; son of Dr. William and Matilda (Brentano) Wagner; was married on Jan. 7, 1901, to Anna, daughter of Harry Rubens, lawyer. As a result of the union there is one daughter, Wilhelmina. The Wagner family is closely affiliated with the noblest traditions of the United States. His father, Doctor William Wagner, stands in the highest grade of Illinois service rendered during the civil war, and was known as a staunch Republican and severe critic of monarchical theories. Dr. William Wagner was the surgeon of the famous 24th Illinois Infantry in 1861 and wrote a history of his comrades which was reprinted in 1911.

Mr. Wagner has on several occasions attracted great attention by reason of several remarkable grain forecasts and occupies a peculiar position in the grain trade, being extremely popular in all sections of the grain belt.

In 1905 Mr. Wagner directed a market letter campaign against the futility of sacrificing United States wheat prices needlessly in order to secure export sales. In 1907-8 his bullish corn epistles, written before the modern advent of 80c corn and discussing the indication of 75 and 80c corn in a masterly forecasting way, proved him a champion of proper grain remuneration for the farmer. This prediction was an accurate forerunner of the later revolution in corn prices and it created a deep and permanent impression in the corn belt.

In advance of the startling wheat advance of 1908-9 (Patten year), Mr. Wagner issued the following opinion on Sept. 25, 1908: "The small aggregate grain results of 1908 have rendered the farmer savage. He will demand compensation in the form of higher values. The highest farm values ever known must be expected."

On July 25, 1914, Mr. Wagner issued the following opinion: "Irrespective of war chances, we believe wheat and corn in a sound position and recommend purchases."

This was supplemented on Sept. 19 by an opinion that "I have today reached the conclusion that heavy fighting in Europe will cause heavy harvest ruin among their 1914 crops and vast acreage decreases. I recommend purchases of wheat, corn and oats."

The grain and stock commission house of E. W. Wagner & Co. was established in 1887 by E. W. Wagner, who remains the active, dominant leader in the business. This concern has gradually grown to a point where the house is recognized as one of the largest in the west. Its policies are governed by a stern desire to issue reliable crop digests and statistical information.

The Wagner Letter has the largest circulation of any specialized grain literature and is sent (by request) to some of the most prominent grain exporters and economic writers in the United States.

In May, 1915, the firm moved into the Continental & Commercial Bank Building, La Salle Street, Chicago, located one block from the Board of Trade. This structure, which is the "last expression" in office comfort, has enabled the construction of a handsome customers' room.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. St. P. M. & O. quotes a proportional rate of 20c on wheat only from St. Paul and Minneapolis, Minn.; to Memphis, Tenn., effective May 7.

C. & E. I. Tariff No. 7725 quotes joint rates on grain, carloads, from stations on the C. & E. I. to points in Indiana, Michigan and Ohio, effective May 29.

C. & A. Sup. No. 16 to 1570-D gives rules governing milling, malting, and transit privileges on grain, grain products and seeds at stations on the C. & A. Ry., effective Apr. 20.

C. B. & Q. Sup. No. 51 to 4200-A gives joint freight rates on classes and commodities between stations on the C. B. & Q. and stations on Inter-Urban Railway, taking effect May 15.

C. R. I. & P. Sup. No. 30 to 28675-B gives local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads between various stations on the C. R. I. & P., effective May 28.

C. & A. quotes a rate of 13c on wheat and 12c on corn from Kansas City, Mo.; to Papineau, Ill.; 12.9c on wheat and 11.5c on corn to Lake, Ill.; and 9c on wheat and 8c on corn to Steinmetz, Mo., effective May 1.

C. & E. I. in 7725 gives thru rates on grain from its stations in Illinois (except south of St. Elmo) and stations in Indiana (except south of Terre Haute), to certain stations in Michigan and Indiana, effective May 29.

C. & E. I. Sup. No. 4 to 7575 gives local, joint and proportional rates on grain and grain products; also broom corn and seeds from stations on the C. & E. I. Ry. in Illinois, also Cairo, Ill., via M. & O. Ry. to stations in Illinois, effective May 25.

C. B. & Q. Sup. No. 14 to 1346-E gives local, joint and proportional freight rates on grain and grain products, carloads, between Chicago, Peoria, Quincy, E. St. Louis, etc., and stations on the C. B. & Q. in Illinois, taking effect May 15.

C. I. & L. Sup. No. 12 to 5577 gives joint and proportional freight rates applying on grain and grain products, carloads, from stations on the C. I. & L. Ry. and C. & W. V. Ry. to points in eastern states and Canada, effective May 15.

C. & A. Sup. No. 3 to 1602-D gives proportional freight rates on grain and grain products, carloads from Kansas City and St. Joseph, Mo., to stations on the C. & A. Ry. and its connections in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio and Wisconsin, effective May 10.

C. & E. I. Sup. No. 5 to 622-C gives local, joint and proportional rates on grain and grain products; also corn cobs, broom corn and seeds from stations on the C. & E. I. Ry. and Evansville and Indianapolis Ry. to points in the southern and eastern states and Canada, effective May 29.

C. B. & Q. Sup. No. 13 to 1346-E gives local, joint and proportional freight rates on grain and grain products, carloads, between Chicago, Peoria, Quincy, E. St. Louis and stations on C. B. & Q. Ry. in Illinois; also withdrawal of suspended rates and vacation of suspension, effective Mar. 30.

C. & A. Sup. No. 21 to 1602-B gives local and joint proportional freight rates on grain and grain products, carloads, from Kansas City, St. Joseph, Mo., and Elwood, Kan., when originating at other points, or when milled at Kansas City, St. Joseph, Mo., or Elwood, Kan., from grain originating at other points to stations on the C. & A. Ry. and its connections in Illinois, Indiana, Michigan, Minnesota, Missouri, Ohio and Wisconsin, effective Apr. 20.

C. B. & Q. Sup. No. 23 to 3662-E and Q. O. & K. C. circular No. 186-D gives regulations on grain, grain products, seeds, etc., traffic including general arrangements for stopping in transit to shell, clean, etc., and withdrawal of suspended rates and vacation of suspension, taking effect April 25.

C. B. & Q. Sup. No. 57 to 1800-B and Q. O. & K. C. 895-H gives local, joint and proportional freight rates on grain, grain products, broom corn and seeds, carloads between stations on the C. B. & Q. lines; also withdrawal of suspended rates, and vacation of suspension, taking effect April 25.

A. T. & S. Fe Sup. No. 19 to 5655-U gives joint proportional freight rates on grain and grain products, hay, straw and broom corn, carloads, from points in Kansas, Colorado (east of Colorado Common Points), New Mexico and Oklahoma; also Superior, Neb., to Galveston, Tex.; Port Bolivar and Texas City, Tex., when for export only, effective May 15.

C. & A. Sup. No. 14 to 1620-B quotes joint and proportional freight rates applying on grain products, carloads, from Alton, Granite City, E. St. Louis, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill., and St. Louis, Mo., to stations on lines of carriers named in supplement in Illinois, Iowa, Minnesota, Missouri and Wisconsin, effective Apr. 20.

C. & A. Sup. No. 15 to 1620-B gives joint and proportional freight rates applying on grain products, carloads, from Alton, Granite City, E. St. Louis, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill., and St. Louis, Mo., to stations on lines of carriers named in tariff as amended in Illinois, Iowa, Minnesota, Missouri and Wisconsin, effective May 30.

C. I. & L. Sup. No. 7 to 5829 gives joint and proportional freight rates applying on grain by-products in carloads; and grain, grain by-products and grain products in mixed carloads, from stations on C. I. & L. Ry. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh and other eastern, Virginian and western terminal points, effective May 15.

C. & A. Sup. No. 16 to 1604-B gives joint and proportional freight rates applying on grain and grain products, carloads, between Chicago, Joliet, Peoria, Pekin and E. St. Louis, Ill., also St. Louis, Mo., and stations on the C. & A., the C. & I. M. and the C. & N. W. Rys., in Illinois and St. Louis, Mo., also to Toledo, O., and Detroit, Mich., and stations in Illinois, effective May 15.

Wabash quotes a rate of 10½c on corn, oats, rye, barley and millstuffs between Oakwood, Salt River, New London, Owendale, Ralls Jct., Briggs Center, Orrwood, Jones, Perry, Penno, Bowling Green, McCune, Frankfort, Cyrene, Silex, Edgewood, Eolia, Troy, Whiteside, Davis, Famous, Briscoe, Owens, Moscow, and Enon, Mo.; and Atchison, Leavenworth, Kan., Council Bluffs, Ia., St. Joseph, Kansas City, Mo., Omaha and South Omaha, Neb., effective May 12.

C. B. & Q. Sup. No. 46 to C. B. & Q. 5400-A, Q. O. & K. C. 1245 and C. & N. W. 11056-A, gives local and joint freight rate on broom corn, flaxseed, grain, grain products, etc., carloads, between Omaha, Neb., Sioux City, Ia., St. Joseph, Kansas City, Mo., etc., and stations on the C. B. & Q. (lines west of the Missouri River), R. C. B. H. & W. and C. & N. W. Rys., effective May 15; also notice of withdrawal of suspended rates and vacation of suspension, taking effect April 25.

C. & A.—Tariff No. 1754-D, quotes joint and proportional freight rates applying on grain and grain products, seeds and hay, carloads from Kansas City, Mo., when originating beyond; to Cairo, Ill., proper or when for southeastern or Carolina territories and Evansville, Ind., also Mississippi Valley points and stations in Alabama, Louisiana and Mississippi; also Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette and Westwego, La., when for export, effective May 20.

C. B. & Q. Sup. No. 4 to 5416-D, I. C. C. 10743 cancels B. B. & Q. G. F. O. 5416-D, I. C. C. 10743 joint freight tariff on Grain and Grain Screenings, carloads, from stations on C. B. & Q. to Memphis, Tenn., Mobile, Ala., New Orleans, La., leaving no thru commodity rates in effect, cancellation effective May 14.

C. G. W. Sup. No. 28 to 28-B in connection with connecting lines, is a local and joint freight tariff showing rules and regulations governing milling in transit of grain and seeds in carloads; also other transit privileges at points on the C. G. W., Manchester & Oneida and Waterloo, Cedar Falls & Northern railroads, effective Apr. 28.

C. & A. Sup. No. 19 to 1609-C gives local, joint and proportional freight rates applying on grain, grain products, seed, hay and straw, carloads, and articles taking same rates, between Chicago, Peoria, St. Louis and points taking same rates; also Rondout and Waukegan, Ill., and stations in Missouri on the C. & A. Ry.; also Hannibal, Mo., effective Apr. 20.

M. C. quotes a rate of 24.2c on corn from Battle Creek, Mich., Hammond, Gibson Yard, Dyer, Hartsdale, Ind., Chicago, Joliet, Spencer, Kensington, Matteson and Steele, Ill.; to St. Andrews, St. John and St. Stephen, N. B.; 21.5c from Toledo, O.; to same points; and 19.4c from Detroit, Mich., to same points (rates quoted to meet water competition), effective May 5.

Description of Farmer Watson.

L. D. Watson, alias S. L. Baker, who has been obtaining advances from grain buyers in Nebraska and Kansas by pretending to have grain to sell, as reported in the Journal Mar. 10 and Mar. 25, finished his sentence in the jail at Pawnee City, Neb., Apr. 4, and was turned over to the sheriff of Jackson County, Kan., on a charge of selling corn and obtaining advance money by false pretences.

Watson is about 5 ft. 6 ins. in height, 150 lbs. in weight, with light blue eyes, gray hair, slightly bald in front, aged 61 years. When first seen he wore a gray mustache, but later grew a full beard, as shown by engraving in the Journal Mar. 10.

He is not a flowery talker, but puts up a good story in a farmer-like manner. He claimed to belong to the I. O. O. F. lodge in Seneca and is very well posted in the work.

Watson allayed suspicion by making the sale of corn one day and returning the next day with a request of \$15 advance of C. M. Linn's agent at Pawnee City, stating his rig had been upset by a frightened colt and he had to return to Pawnee City for repairs, for which he needed the money.



"Farmer" L. D. Watson, who Has a Weakness for Advances.

Supply Trade

OSBORNE, KAN.—J. H. Staley, representing the American Carburetor Co., of Frankfort, Ind., in this vicinity was recently killed in an automobile accident at this place.

ESTHERVILLE, IA.—O. G. Voldt of Dawson, Minn., is endeavoring to interest the Commercial Club of this city in a seed corn drier manufacturing plant to be erected in this city.

ST. LOUIS, MO.—A. Ware Bosworth formerly sales manager of the Marco Mills, Pine Bluff, Ark., is now connected with the sales department of the National Oats Co. of this city.

NEW YORK CITY.—American manufacturers who are interested in the business to be had in Russia after the war should write to R. Martens & Co., Inc., giving them complete information regarding their products for export to this country. A blank will be furnished upon request.

KEEN BUSINESS men are beginning to realize that advertising is a force; that although lower in efficiency, from the standpoint of direct traceable results, than salesman, it costs less, reaches thousands of possible buyers, and indirectly has a tremendous sales influence.—*Railway Age Gazette*.

NEW YORK CITY.—The Mahin Advertising Data Book for 1916, published by John Lee Mahin, 33 W. 42d st., is a book that every user of space should have. It gives complete information regarding the circulation and advertising rates of the different mediums. It will be ready for distribution in a short time.

SILVER CREEK, N. Y.—One of the leading installations of the year in cleaning machines is the line of 12 Invincibles which are now in process of manufacture at the plant of the Invincible Grain Cleaner Company for the elevator of the C. & N. W. Railway at Milwaukee. Some very nice orders for cleaning machinery have been received by the Invincible Grain Cleaner Co. of late from Chile, South America. This company is thoroly represented in all the South American countries.

MOLINE, ILL.—W. C. Bennett, up to three weeks ago president of the Barnard & Leas Mfg. Co., died April 7. Mr. Bennett had been connected with this company since 1872, when it changed from a partnership to a corporation. His duties for many years were confined to those associated with the office of secretary and treasurer, but after the deaths of Mr. Barnard and Mr. Leas he was elected president. Advanced age and naturally frail constitution kept him from taking an active part in the details of the business during the past few years.

MILWAUKEE, WIS.—The National Belting & Salvage Co. was recently incorporated to buy leather, gandi, rubber and cotton belting, to dismantle power plants and to deal in general wrecking salvage. The capital stock is \$5,000; and the officers are Ely Safer, pres.; S. H. Parelskin, vice-pres., and Thos. S. Safer, sec'y and treas. Ely Safer is not an active member of the corporation. Thos. Safer was formerly connected with the Northwestern Furniture Co., and the Barnett & Son Co., as buyer of woolen and textile merchandise. Mr. Parelskin was formerly affiliated with the M. K. Parelskin & Son Co., general wrecking salvage.

DES MOINES, IA.—The local office of the Burrell Engineering & Construction Co. will hereafter do all of its own purchasing and handle locally all of the men working upon its job.

Denatured Alcohol Production in Farm Distilleries.

An industrial alcohol commission, composed of a commissioner and assistants, under the general direction of the Secretary of Agriculture, devoted to aiding in developing denatured alcohol production in farm distilleries, and its use for light, heat and power, and other industrial purposes, is the plan proposed in the H. R. Bill 11256 introduced recently by Representative Casey and referred to the committee on agriculture.

The purpose of the commission will be to conduct experimental and research work in the industrial uses of alcohol, and to build and operate for demonstration purposes one or more industrial alcohol distilling plants composed of small low-proof stills on farms in combination with a central redistilling denaturing plant, as provided for in the revised denatured alcohol laws of the act of October, 1913. It is provided that no demonstration distillery, or distillery group, shall be built and operated, in any community, unless a part of the cost of the central plant is subscribed locally, and a sufficient number of farmers within a radius of five miles of the proposed central distillery agree to install on their farms small low-proof stills and operate them on such terms as the commissioner, with the approval of the Secretary of Agriculture, may prescribe.

According to the bill the commission will be for a term of five years, and take effect immediately after its passage. An appropriation of \$40,000 out of the United States Treasury was asked for the purpose of carrying out the provisions of the act.

The National Gas Engine Ass'n, in a special bulletin calling attention to the bill, points out the fact that alcohol can be successfully used as a fuel for internal combustion engines, and Secretary H. R. Brate suggests that letters be written to the Com'ite on Agriculture of the House, urging the passage of the bill. The members of the committee are: A. F. Lever, Gordon Lee, E. S. Chandler, Jr., J. T. Heflin, T. L. Rubey, James Young, H. M. Jacoway, J. V. Leshner, M. K. Reilly, Dudley Doolittle, J. T. McDermott, A. W. Overmyer, T. J. Steele, G. N. Haugen, J. C. McLaughlin, W. C. Hauley, Joseph Howell, H. T. Helgesen, Sidney Anderson, W. W. Wilson, C. B. Ward and J. K. Kalanianaoale.

Are you pleased to pay the present price for gasoline? If not, write your Congressman to support the bill.

WE BELIEVE that no grain dealer should be without the Grain Dealers' Journal.—Thos. C. Lorenzen, mgr. People's Grain, Coal & L. S. Co., Upland, Neb.

THE FEEDING VALUE of English palm-kernel cake and oatmeal is about the same. It ranks higher than decorticated cottonseed cake, and only three points below linseed cake. Better feeders, however, are the peanut and coconut, the figure of 78 corresponding with 75 for linseed cake, 82 for soya beans, and 84 for maize, while the manurial value of the peanut is much higher than the two others, about \$12.77 per ton, nearly equal to \$12.95 from decorticated cottonseed cake.

The Simplex Grain Cleaner.

During the last ten years the Richardson Grain Separator Company has placed the well known Richardson Wheat and Oat Separator throughout the United States and Canada. This is a special machine built to separate wheat from oats, or oats from wheat. It is often used to clean up the tailings from a general purpose cleaner.

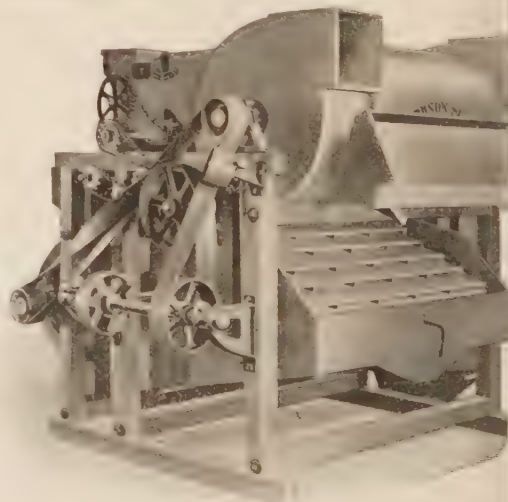
Thru its experience with the different general purpose machines the Richardson Grain Separator Company realized the need for a simple, practical and substantial general purpose grain cleaner, and has designed and perfected the Simplex to meet this demand.

The Simplex is of the gang sieve and suction type with an easily regulated undershot blast. It has many unique features, among them being self-adjusting valves on the feed hopper which allow any obstruction, such as coal, sticks or cobs to pass on to the scalper screen and immediately readjust themselves, in this way preventing any flooding.

By easily made adjustments the Simplex will make a very close separation of oats and wild oats from wheat, and when used in combination with a Richardson oat separator, the separations are said to be perfect. By flooding the sieves, all the oats are carried over with the excess wheat, and when these tailings are sent to a Richardson, all the wheat is reclaimed. The wheat passing thru the sieves of the Simplex is also free from oats. All the oats leaving the Simplex as tailings and passing thru the Richardson are entirely free from wheat. This is an ideal combination where various kinds of grain are handled and cleaned, and where wild or tame oats or barley are contained in the wheat.

KANSAS CITY, MO.—It is the practice of this department to attach a leak diagram to the weight certificate on every car handled under our supervision found to be in bad order.—J. G. Goodwin, chief weighmaster, Board of Trade.

RESOLUTIONS urging Congress to create a National Highways Commission to investigate and report on the most economic and beneficial method for the Federal government to aid in the building of good roads have been submitted by the National Highways Ass'n to State Legislatures, Chambers of Commerce, and various civic organizations thruout the country. The plan is to locate a system of highways connecting all state highway systems with inter-state trunk lines, thus providing a national system of connecting roads.



Patents Granted

1,178,758. **Car Seal.** (See cut.) William Tully Sondley, Montgomery, Ala. This seal consists of a shackle provided on one end with a conical point having a head formed on the other end thereof. This fits into a cylindrical casing in which is a rectangular locking member with openings in its ends, into which the heads of the shackle fit for locking.

1,179,277. **Convertible Grain Door and Floor Section for Cars.** (See cut.) Richard Webb Burnett, Montreal, Quebec, Can. A combined grain door and floor member is formed by a main member carrying an extensible member, attached in telescopic relation to it, which is extended when in position as a grain door and telescoped in position as a floor member.

1,179,005. **Seal.** (See cut.) Silas D. Hedge, Boston, Mass. A locking member closely fitting the inside of a casing, has a pair of inwardly projecting spring arms, formed by cutting away a portion thereof. A male locking member having a V-shaped end is adapted to be forced between these spring arms, shoulders on the male locking member engaging the free ends of the spring arms.

1,179,875. **Grain Separator and Grader.** (See cut.) Ralph Robert Venus, Regina, Saskatchewan, Can. The grain is received in a hopper, directly under which is an upper screening shoe, from which it is deflected by a pivotally mounted deflecting plate at the discharge end of the upper shoe, to the lower screening shoe, by oscillating the lower screening shoe.

1,179,869. **Grain Door.** (See cut.) Frederick C. Schmidt, St. Louis, Mo. A door having longitudinal slots is equipped with carriers removably inserted into said slots and including side plates adapted to abut the door surface and housings, which can be inserted thru the door. The housings contain slots, thru which dogs are inserted and locked within respective carriers, means being provided for locking the free extremities of the dogs to the door frame.

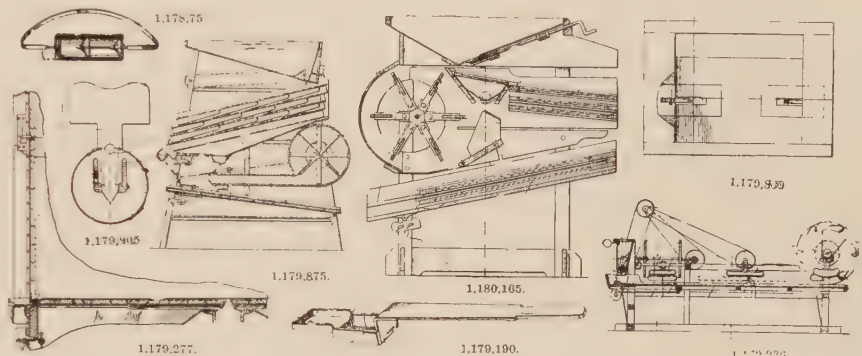
1,179,190. **Seal.** (See cut.) W. L. Kelly, Spokane, Wash. A single sheet of metal is bent to provide a housing, consisting of outer and inner portions provided with aligned slots, the outer portion being adapted to fit over the inner portion. A strap is attached to one end of the outer portion, having a tongue close to its end, which is reduced and adapted for engagement with the interior of the end of the inner portion of the housing when the parts are in locking position.

1,179,936. **Electrostatic Apparatus for Separating and Cleaning Grain.** (See cut.) Jacob Kraus, Brunswick, Germany. A group of electrodes form the attractive

poles and an electrode the repelling pole in an electrostatic field, the attractive poles being covered with stationary dielectrics. Movable stripping off devices cooperate with the dielectrics, passing thru alternate electrostatic fields and neutral zones, the idea being to attract and release the particles to the dielectric, thus effecting a separation of the materials.

1,180,165. **Seed Grader.** (See cut.) George McCabe, Spokane, Wash. A frame is fitted with vertically disposed slots in its sides, and small blocks, having longitudinal slots in them, are attached to the frame, by means of passing bolts thru the slots, thus allowing them to be secured at adjusted positions on the frame, to hold the bottom of an inclined shoe into which the seed falls for grading, which is effected by means of reciprocating the shoe in a direction in alinement with the slots in the blocks and transversely of the slots in the frame.

I HAVE BEEN a subscriber to the Journal for over 20 years. I would not do without it, if I were in business.—H. Van Beuning, Bloomington, Ill.



HESS GRAIN DRIERS HESS OUT-DOOR CONDITIONERS

Now is the time to prepare for the crop of 1916. A drier or conditioner at your elevator or mill will insure you against loss or damage from deterioration of grain in your bins. Not only this—it will enable you to buy and handle damp grain at a good profit. We have many sizes and capacities, suitable to the needs of the small or the largest plant. Write for full particulars and let us know your wants.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg. Chicago, Ill.

Supreme Court Decisions

Warehouseman's Lien and Mortgage.—A warehouseman's lien for the storage of goods has priority over the lien of a mortgagee who has consented to their storage. —Schmidt v. Bekins, District Court of Appeal, California. 155 Pac. 647.

Crop Mortgage.—Where defendant signed her name on the back of a piece of paper containing a crop mortgage and note executed by her tenant, and she contended that she did not intend to waive her lien on the crops, she is liable as a maker of the note, for one who writes his name on the back of a promissory note before delivery is a maker. —Amer. Agri. Chem. Co. v. Heaton. Supreme Court of South Carolina. 88 S. E. 296.

Unauthorized Trading in Futures by Agent.—If a corporation owning an elevator in this state puts an agent in charge of the elevator to buy grain and ship the same to market, and instructs the agent not to speculate in grain, and the agent pays to brokers the money of his principal to be used in gambling speculations, such brokers who take and so use the money with knowledge of the facts will be liable to the owner thereof. —Hinds & Lint Grain Co. v. Farmers Elevator Co. of Burr. Supreme Court of Nebraska. 156 N. W. 1045.

Mortgage of Future Crops.—Under Kirby's Dig. § 5406, providing that a mortgage of future crops shall be valid against crops planted only within 12 months after its execution, though a mortgage of a future crop is valid it can be presumed that the parties contracted only for the year immediately following the mortgage. Interest on a crop mortgage indebtedness for past and future advances is chargeable at any time, the liability continuing until payment of the debt, so that, though entered after due date, the lien of the mortgage attaches. —Ward v. Cole. Supreme Court of Arkansas. 183 S. W. 757.

Landlord's Lien.—Altho a landlord's lien for advances to aid in making a crop, furnished in the year in which the crop was raised, be not foreclosed until the day of the sale of the crop under a mortgage foreclosure, the landlord may place the foreclosed lien in the hands of the levying officer who is about to sell the property, and thereafter, by rule, require so much of the proceeds of the sale as is necessary for that purpose to be applied in satisfaction of his lien. Mulherin v. Porter, 1 Ga. App. 153, 58 S. E. 60; Cochran v. Waits, 127 Ga. 93, 56 S. E. 241. —Hill-Atkinson Co. v. Hasty. Court of Appeals of Georgia. 87 S. E. 839.

Thresher's Lien.—Under section 6854, C. L. 1913, which gives a thresher a lien upon the grain threshed "upon filing the statement provided for in the next section," and under the next section (section 6855), which provides that such statement may be filed within 30 days after the completion of the work, it is held that a thresher, who before the filing of any such statement goes with the owner of the grain to the elevator and stands by and remains silent while such owner sells the grain and receives payment therefor, is afterwards estopped from asserting any such lien against such elevator company. —Branthover v. Monarch Elevator Co. Supreme Court of North Dakota. 156 N. W. 927.

Machinery Not Subject to Mechanics' Lien.—Machinery purchased for use in a mill, intended to be permanently fastened in place by bolts, does not ordinarily become a part of the realty until the physical attachment is accomplished. And where such machinery is sold under a contract reserving title in the vendor until payment is made, it does not become subject to a mechanic's lien, notwithstanding the contract is not filed for record until after the lien has accrued and the machinery has

been deposited in the building, provided such record is made before it is set up and fastened in place. —St. Marys Machine Co. vs. Iola Mill & Elevator Co. Supreme Court of Kansas. 155 Pac. 1077.

Permitting Inspection.—Where sellers of hay sent out circulars reciting that they guaranteed their grade and would bill all cars inspection permitted, the railroad company was not liable for allowing inspection of car which was sent under a B/L prohibiting inspection, unless provided by law or permission was indorsed on the bill or given in writing by the shipper. Where a consignee of goods examined them while in the car without permission or knowledge of the railroad company, and it was not shown to have been negligent, the railroad company is not liable for allowing the inspection. —Elm City Lumber Co. v. Atlantic Coast Line R. Co. Supreme Court of North Carolina. 88 S. E. 139.

Allowance to Shipper.—Where a railway company has a station on the shores of a lake, and across said lake are grain elevators from which it has been the custom of the company to give a rate of 22 cents per 100 pounds to terminal points upon its line within another state, it being the custom to transport the grain across said lake upon the boats of an independent company, and when the railway company has given to the owner of such elevators such 22-cent rate and agreed to transport the grain from such elevators to the points of destination for the said sum, but later on account of the freezing of the waters of the lake it becomes impossible to operate the boats, it is not a violation of section 2 of the Interstate Commerce Act of June 29, 1906, c. 3591, 34 Stat. 587 (U. S. Comp. St. 1913, § 8569) which prohibits unlawful discrimination, for such railway company to agree with the shipper that, if he himself will haul the grain across the lake to the station of the company, it will pay to such shipper 5 cents a bushel for such hauling, provided that such rate is not an unreasonable compensation for such hauling, and the court will not hold such allowance of 5 cents per bushel to be unreasonable in the absence of proof or of a ruling of the Interstate Commerce Commission to that effect. —Knapp v. M. St. P. & S. S. M. Ry. Co. Supreme Court of North Dakota. 156 N. W. 1018.

Division of Grain on Chattel Mortgage.—Actions in conversion by mortgagee, plaintiff, for grain delivered elevator companies, defendants. W., owner of the land on which the grain was raised under a contract with his tenant, B, intervenes, asserting that title to the grain had never passed to the tenant, and that plaintiff's mortgage had never attached, and that intervenor was entitled to said grain to satisfy his alleged claims against his tenant. The cropping contract was in the usual form, stipulating title as remaining in the landlord until after a division and delivery of the crop or its proceeds, and empowering the landlord to retain the crop or any portion thereof for any indebtedness due him from the tenant. A physical division of the grain into equal parts at the threshing machine was proven; also that the portions were placed in different bins; that the tenant was permitted to hold his portion and store the same in his own name, understanding the same to be his share; that the landlord knew all this, made no objection, and took no steps for six weeks after threshing and until long after marketing to assert any claim to the tenant's portion; that meanwhile the tenant had hauled to market the landlord's portion, at his request, and as the landlord's share, and in compliance with the contract; that the tenant had paid his portion of the thresh bill and performed all conditions of the contract, except one in which he was prevented during the summer by the landlord from completing; that the crop in question was raised the first year of a three-year cropping agreement; that no formal settlement of accounts had been had or was had, although the tenant was released from further performance of the contract by the landlord the following spring; that there was a mutual account

between the parties unsettled. The court permitted the landlord to show the full amount of his account against the tenant, but excluded proof offered by the plaintiff from the tenant that the landlord owed more than the latter owed the landlord, and that, in fact, the landlord had no charge or lien upon the grain at the time it was delivered at the threshing machine to the tenant and by him subsequently marketed. Held, the facts were sufficient to authorize submission to the jury of whether a division and delivery with intent to vest title in the tenant had been made. —State Bank of Maxbass v. Hurley Farmers Elevator Co. Supreme Court of North Dakota. 156 N. W. 921.

Off Grades of Corn to Apply on Contract Must Be of Same Color.

The Arbitration Com'te of the Western Grain Dealers Ass'n recently decided, against the DeWolf & Wells Co., Spencer, Ia., plaintiff, and in favor of W. M. Bell & Co., Milwaukee, Wis., defendant, on a claim growing out of three contracts for the sale of 20,000 bus. new No. 3, 10,000 bus. new No. 3 yellow and 10,000 bus. new No. 3 white corn.

Plaintiff alleged that under the terms of the contract providing "off grades to be taken at market difference day of arrival" certain cars of corn graded as mixed by the inspection department should have been applied on the contract for white corn.

Defendant showed by testimony of leading members of the Milwaukee grain trade that in order for the buyer to be compelled to accept any shipment of corn tendered on contract the corn must be of the color sold; and if not of the grade and color called for by the contract it can be applied on the contract only at the option of the buyer.

The Arbitration Com'te ruled that the clause mentioned in the contract "off grades (unless otherwise specified) to be taken at market difference day arrival" referred to lower grades of the color purchased. "It is the opinion of the Com'te that the defendant was clearly within his rights in rejecting the cars shipped by the plaintiff to be applied on the contract and we find that the contract was disposed of in accordance with the rules of the Milwaukee Chamber of Commerce."

"It is the opinion of the Com'te that the plaintiff is not entitled to recover from the defendant any part of this claim except that in the matter of demurrage charges, which the defendant is requested to re-check and verify the correctness of such charges and if found to be incorrect, to make proper settlement with the plaintiff on account of any overcharges that may have occurred."

Contract Can Not Be Modified on Transfer.

The Tri-State Board of Arbitration, composed of J. H. Shaw, chairman; L. G. Belew, sec'y, and J. D. Infield, on Apr. 18 gave a decision reversing that of the Arbitration Board of the Kansas Grain Dealers Ass'n in the case of the Ellsworth Mill & Elevator Co., of Ellsworth, Kan., v. J. S. Smellie, of Salt Lake, Utah, and stated that:

The Ellsworth Mill & Elevator Co. sold to the Social Bakery Co. of Salt Lake, Utah, 3 carloads of flour for shipment in November, January 1, 1916, and February 1, 1916. There is no dispute as to the terms of the contract by either party to this cause of action. The evidence shows that the first car was shipped and while the Social Bakery Co. violated its contract with the milling company in not paying the draft when the car arrived, it does not enter into the merits of this case, but inasmuch as the Social Bakery Co. assigned its contract for the two remaining cars to J. S. Smellie and which we hold was within the rights of the Social Bakery Co., we find that J. S. Smellie in notifying the milling company of the transfer of this contract did not accept fully nor complete-

ly the contract made by the Social Bakery Co. with the milling company, but stated, "Will order the flour out as soon as I have room," and which we consider very indefinite and also inasmuch as the milling company made an inquiry of commercial agencies of the financial standing of Smellie and which report was not by any means satisfactory, therefore on account of the excited condition of the flour market at this time, we have decided that the milling company would have had no protection and that it acted fully within its rights in refusing to accept the order coming from Mr. Smellie.

As Mr. Work is manager of the Ellsworth Milling Co. he was disqualified and has not acted in any capacity in this case.

We therefore reverse the decision of the Arbitration Com'te of the Kansas Grain Dealers' Ass'n and hold the Ellsworth Mill & Elevator Co. blameless in its cancellation of the two cars of flour and have decreed that the deposit fee of the Ellsworth Mill & Elevator Co. be returned to them and the cost of this arbitration be charged to J. S. Smellie.

Buyer Cannot Direct Shipment Without Shipper's Consent.

Docket No. 18/970.

Howe Grain & Merc. Co., Howe, Tex., plaintiff, v. San Antonio Grain Co., San Antonio, Tex., defendant, before the Arbitration Com'te of the Texas Grain Dealers Ass'n, T. F. Connally, J. E. Bishop and R. L. Morrill.

This claim was filed by the Howe Grain & Mercantile Co. for \$8.17, against the San Antonio Grain Co. for loss in weight and dead freight on one car on a 5,000-bu. contract of oats bot from defendant by plaintiff, and shipped to New Orleans on a contract for shipment to New Orleans.

The evidence shows that the car was diverted to Columbus, Ga., by plaintiff without the knowledge or consent of the defendant, and the plaintiff claims that they are entitled to recover from the defendant for this loss.

The defendant contends that the contract was for the oats to be delivered at New Orleans, and that the plaintiff had no right to divert the car to other points without the knowledge or consent of the defendant, and thereby forfeited its rights to collect for any shortage on these grounds, and refers to our Trade Rules for the substantiation of his contention. The defendant also contends that all five of the cars of oats were shipped to New Orleans, and that no returns or account sales or claims have been presented to them on any of the other four cars which he claims were no doubt unloaded at New Orleans and held out in weight or possibly might have run over, and that for this reason the plaintiff has no right to make a claim against him on the car which the plaintiff diverted from the contract destination without his knowledge or consent and which diversion no doubt resulted in the claim for this car, and for which the plaintiff is liable and not the defendant.

It is the opinion of the Com'te that, while our Trade Rule No. 42 is not exactly clear on this point from the fact that it states that shipments sold on destination terms may not, without the consent of the shipper, be diverted out of the state without waiving the rights of the buyer to collect for shortages, as this was an interstate shipment to start with, does not make it clear to the Com'te that this rule is applicable.

However, the Com'te is of the opinion when a contract is made for shipment to a terminal market where the defendant contends it understood the conditions, that the buyer has no right to divert to some other state without the consent or knowledge of the shipper.

Therefore, we find for the defendant, that the San Antonio Grain Co. owes nothing to the Howe Grain & Mercantile Co. on the car involved, and the Sec'y is instructed to return to the San Antonio Grain Co. its deposit fee.

F. J. LINGHAM reported for the Grain Standardization Com'te at the annual meeting of the Millers National Federation April 14, that Congressman Rubey had made plans to ask the rules com'te of the House for a rule making the grain grades act in order as an amendment to the agricultural appropriation bill, and believes that he can get this rule, which plan will insure action by both the House and the Senate on the grain grades bill at this session of Congress.

Feedstuffs

AN ALFALFA MILL, the second for Garden City, Kan., will be built by the Garden City Sugar & Land Co.

ALFALFA FEEDS will be manufactured in a molasses feed plant at Greenville, N. C., to be equipped by W. L. Hall.

THE NORTH BIRMINGHAM GRAIN CO., Birmingham, Ala., has installed mixed feed machinery and will manufacture alfalfa molasses dairy feeds.

SEA ISLAND COTTON OIL CO., Charleston, S. C., has registered the word "Sico" as a trade mark for its cold-pressed feed meal and cold-pressed cotton-seed flake.

THE WORDS "Chow Chow" set one above the other is the trade mark registered by the Ralston Purina Co., St. Louis, Mo., for its poultry feed, stock feed and dairy feed.

THE LARROWE MILLING CO., Cohocton, N. Y., and Detroit, Mich., has filed as a trade mark for its poultry feed and stock feed the picture of a log cabin with the words "Log Cabin" written beneath.

LABELS of food and drug products containing the guaranty legend and serial number issued under the Food and Drugs Act, which were printed prior to May 5, 1914, may be used until May 1, 1918, according to Food Inspection Decision 167 just issued.

A NEW FIREPROOF feed warehouse building is to be erected at Indianapolis by McCoy & Gartner. Plans are being prepared by the Reliance Construction Co. The structure is to be one story 275 ft. by 60 ft. and of brick and concrete. The site of the new warehouse is on an Illinois Central Ry. siding.

Elevators that Did Not Burn.

The wood pulley in the head of an elevator at Avoca, Neb., got to rubbing against the head, and "smoke" resulted. The manager discovered the trouble in time to save the house. Swat the wood pulley.

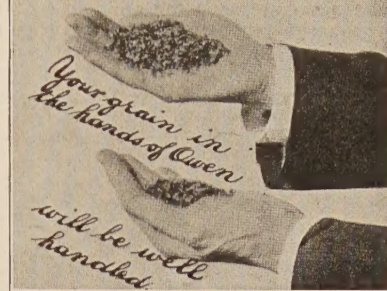
Carl Doerr, manager of the Co-operative Farmers Elevator at Hartford, S. D., writes us: "We use a soft coal stove, and it must have puffed and blew the pipes apart. The pipe leaned against the side of the wall and burnt thru the sheathing. We used fire extinguishers to put the fire out."—Our Paper.

Insurance Notes.

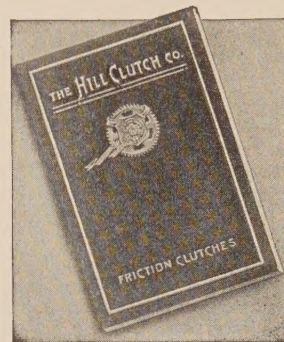
THE MUTUAL INSURANCE REPORT made by W. L. Harvey, chairman of the Com'te on Mutual Insurance of the Millers National Federation at the annual meeting April 14 stated that the cost of inspections might be reduced and their efficiency increased if the inspection service were all under one head and entirely divorced from the solicitation of business. A discussion of the matter developed the fact that the principle was favored by those present at the meeting. While it might not be possible or desirable to work the matter out absolutely along the lines suggested, it was agreed by the companies represented that the principle was correct, and they stated that plans were being developed to bring about this condition as soon as possible.

THE GRAIN DEALERS' JOURNAL is a great help to me.—H. Ingham, Balbeck, Sask.

O. C. OWEN & CO.
Grain Commission
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Journal Want Ads Bring Results

N. C. R. Co. Offers Prizes.

The National Cash Register Company is offering \$1,000 in prizes to the employees of retail grain stores for suggestions relative to the improvement, sale or use of their registers.

The announcement states that the total amount will be divided amongst the ninety-nine who have sent in the best suggestions, as follows:

For best suggestion	\$ 50
For second best suggestion	40
For 2 next best suggestions, each	\$30 60
For 5 next best suggestions, each	\$25 125
For 10 next best suggestions, each	\$20 200
For 25 next best suggestions, each	\$10 250
For 55 next best suggestions, each	\$5 275

Total, 99.....\$1,000

All suggestions must reach the offices of the Company at Dayton, Ohio, before midnight, July 15, 1916, in order to be considered in the competition. Awards will be made by a committee of three Department Heads of The N. C. R. Co., at Dayton.

The New Fire Insurance Rate Schedule.

[By Geo. E. Traut, Illinois Inspector, Grain Dealers Fire Insurance Co.]

The new rate schedule adopted by the several large mutual fire insurance companies specializing in insurance on country grain elevators and their contents provides for the penalties imposed for hazards "discovered" by the payments of thousands of dollars for losses due to fires originating from these defects.

While the companies, insuring the same class of business, have combined their loss statistics and as a result of a thoro and exhaustive study of the question, have all adopted this schedule the grain trade cannot (nor does it) indict them as a monopoly or a trust. The schedule is used merely as a means of measuring the hazard and does not represent the cost of the insurance. The cost in each company depends upon the losses they are called upon to pay.

With the familiar words, "the consumer pays the freight" and "taxation without representation," in the minds of the people, it behooves the mutual companies to draft their requirements for a standard or ideal risk and then to penalize for deviations from the standard; making charges for deficiencies and applying credits for superior construction. This, on the basis of the fire hazards introduced and for the extra precautions taken to prevent a fire. The mutual policyholder as well as the stock company policyholder must pay the freight, but when the elevator owner carries mutual insurance he can determine whether his basis rate as figured by the schedule will be high or low. In other words, he actually has it within his power so to construct his elevator that he can get the lowest possible rate, and this usually with but little increase in the cost of construction. The standard elevator from the viewpoint of the mutual insurance companies as outlined in the new schedule is:

STANDARD ELEVATOR BASIS RATE \$1.75.

Elevator building to be of crib construction or heavy frame studding. Cribbed buildings to be of 2x6 and 2x4 or heavier piece stuff spiked together; 2x4 piece stuff may be used alone when bins do not exceed in dimensions 8x8x30 feet. In frame constructed buildings 2x6 or larger studding, according to size of bins, must be used, to be not over 16 inches apart. Studded bins to be rodded. Outside to be iron clad including the cornice and window casings. Solid brick, stone or concrete foundations. Roof of metal, slate, tile or composition. Cupola must be roomy, with space for a barrel of brine and elevator heads accessible. Basement or pit must be easily accessible and well lighted, especially in and around boots of elevator. Pit and basement floor to be cement. Conditions of construction apply to all additions and office, except that 2x4 studding may be used. Each stove to be installed in accordance with the approved standard of the Mutual Fire Prevention Bureau, of Oxford, Mich.

Standard Equipment.—No cleaners, shellers or feed mills. Shaftings, belts and drag chains to run clear and be easily accessible. All shaft bearings to be adjustable. Shafting through bins or dumps prohibited. Pulleys in heads and boots of elevators to be of iron. Wood, wood rim or lagged metal pulleys prohibited in heads and boots.

All elevator heads must be hopped to the down leg, at an angle of at least forty-five (45) degrees, to prevent accumulation of stock under pulleys and possibility of pulleys rubbing on strut board. Hand holes or hinged doors must be provided on side or front to facilitate inspection and cleaning.

All elevator buildings and premises must be kept clean and orderly. No accumulation of cobs allowed on the premises except in cob house. Where cleaning or shelling is done, a dust house and a cob house should be built.

A standard cob house shall not have boiler setting as a party wall and if frame power house, boiler settings not to be within thirty (30) inches of cob house wall. To have cement floor and walls above moisture line. Iron spout from elevator to dust or cob house and for cob house must be open on top for three feet at cob house end. Steam jets are recommended for cob rooms. No direct opening into boiler room, but to have interior partition for space sixteen (16) square feet, six (6) feet high, with slanting top and arranged to prevent overflow into boiler room.

There must be at least one barrel of salt water or calcium chloride solution on each floor, in cupola and one or more on first floor and basement, with two fire pails at each barrel.

No elevator builder offers any objection to the first paragraph. It is based on practical rules of construction necessary for the elevator to hold the grain properly.

OPEN FOUNDATIONS under elevator and additions afford an ideal lodging place for loose paper, hay, straw and various other inflammable material usually found along the railway right-of-way, where it awaits the coming of a lighted cigar, match, or live spark from a locomotive. They also afford an inviting place for boys to hide and smoke, or for the slow walking, wandering, idle, American hobo to spend the night. That open foundations are a hazard cannot be disputed and rightfully should not be permitted without a deficiency charge.

STANDARD EQUIPMENT.—Exception may be taken, by some, to the requirement that shafting through dumps and bins be prohibited. Shafting through dumps and bins is more common in the western country than it is in the central states. The shafting has had the weight of the grain taken off of it usually by means of an inverted trough. The shafting is not easily accessible and is rarely given even cursory inspection by anyone except the mutual fire insurance inspectors, who frequently find the trough or housing sprung and often badly charred, as the result of insufficient supports. The weight of the grain pressing down on the wooden housing causes it to come in contact with the revolving shaft, thus creating friction enough to ignite the housing. As previously stated, one of the greatest defects in this plan of running a shaft through dump or bin and protecting it by a frame housing, lies in the fact that it is very difficult to inspect it. Any machine or arrangement of machinery that is capable of causing a fire should always be out in the open where frequent and thoro inspection can easily be made. However, there are conditions in certain localities and sections where it seems almost impossible to eliminate the shaft through the dump or bin. In new construction some contractors are building in a piece of iron well casing of about two inches greater diameter than the shaft instead of using the wood housing. This arrangement seems to work satisfactorily, the main points to be watched are that the casing is of sufficiently greater diameter than the shaft and that the casing is properly supported at each end. But this manner of overcoming the hazard has not been in general use long enough for the companies to determine whether it is the best way to install this shafting.

PULLEYS should be of iron. Wood, wood rim pulleys and lagged metal pulleys in elevator head and boot are prohibited. Due to the loss experience of the mutual companies, they have waged war on wood and wood rim pulleys so vigorously that today no experienced elevator builder would think of putting in head or boot pulleys of this type. The

lagged metal pulley has just recently been introduced into country elevators in sufficient numbers to cause the matter to be considered seriously by the companies. Four-fifths of the elevator men have never met it "face to face." A lagged metal pulley is an ordinary metal pulley with its face covered with rubber or leather belting which is riveted to the pulley. The lagging is put on to give the pulley greater pulling power.

When the elevator chokes the belt carrying the buckets remain stationary and the head pulley continues to revolve. The friction caused by the revolving lagged metal pulley and the stationary rubber or gandy belt creates a much greater hazard than does a revolving metal pulley coming in contact with a stationary belt.

The writer has inspected perhaps one thousand of the twenty-two hundred elevators in the state of Illinois, yet does not recall having seen but two where the lagged metal pulley was in use in the elevator head. In one of these the leg was 60 ft. from boot pulley to head pulley. The elevator was built by local builders who failed to allow sufficient room in the cupola for installing a head pulley of sufficient diameter. As a result the grain could not be elevated properly. When the cups were loaded to capacity the belt did slip and the slippage had to be overcome. The elevator owner did not care to overhaul the elevator cupola in order to put in a larger pulley, so he lagged the pulley. He was up against a proposition and he handled it in the easiest way.

The elevator owners as a class have no complaint to make against the regular plain faced metal pulley where they have a pulley of sufficient diameter. The slipping of the belt does not occur to any noticeable degree unless the diameter of the pulley is too small to permit the proper amount of belt surface or belt contact with the pulley as it revolves. It is the traction of the belt to the pulley surface that facilitates the elevating. Given ample surface the plain metal pulley will elevate the loaded cups just as well as will the lagged metal pulley.

Granting that it takes, or may take, a larger metal pulley than lagged metal pulley to lift the cups in case of a choke-up with the belt standing still, the metal pulley will revolve much slower than will the small lagged pulley. We know that rubber against rubber will ignite more readily than rubber against iron. We know that the faster revolving pulley will create more intense friction than will the slower revolving pulley. Therefore, in case of a choke-up with the belt standing still, and the head pulley revolving the chances are all in favor of the elevator man being able to throw off the power before the belt burns if the head pulley is not lagged.

The insurance companies, elevator builders and elevator owners have not as yet been able to find a positive preventive for choke-ups that will make a choke-up an impossibility. The insurance companies realize the fact that the elevator man is likely to have a choke-up at any time and they have endeavored to reduce the hazard to the minimum by prohibiting the lagging of the pulley.

STRUT BOARDS.—"All elevator heads must be hopped to the down leg at an angle of at least 45 degrees to prevent accumulation of stock under pulleys and possibility of head pulley rubbing on strut board," is a requirement with which the companies have insisted upon the compliance for the past 20 years.

The GRAIN DEALERS JOURNAL.

Practically every elevator in the state of Illinois has the strut board slanting to the "down" or back leg as shown in the Mar. 25 number of this Journal. Occasionally one finds an elevator in which the head is hopped to both the "up" and "down" leg, by an inverted V construction, thus permitting the grain to fall down either leg. There may be some elevators in Illinois having the head hopped to the up leg, but the writer is unable to recall where he has ever seen one so arranged.

The theory of hopping the head is for the sole purpose of diverting the grain that spills out of the cups, as they go over the head pulley to the legs. The requirement of 45 degree angle was to give the strut board sufficient pitch to prompt the stock spilled to start on its downward trip. It has been found frequently that altho the strut board has the proper pitch, it does not give ample low clearance between the strut board and pulley.

In sections where ear corn is handled and shelled in the elevator the hazard is much greater. Cobs and silks as well as the corn fall out of the buckets and to the strut board. If the clearance is sufficient the stock slides into the leg. If it is not large enough to permit this, What occurs? The elevator head is converted into a veritable cob crusher due to the fact that the pulley crushes and breaks the cobs into small pieces. These small pieces are battered and carried around by the pulley and finally they either pass down into the leg or find their way into the inside of the pulley where they may pack until the pulley is half or two-thirds full. All that is needed then is to have the buckets carry up that old horse-shoe Tom Brown's boy picked up in the field and threw into the wagon just before they started to the elevator. The metal pulley comes in contact with Dollies lost shoe, a few sparks are made and the accumulated chaff has become ignited. To prevent this the elevator builders should, not only give the strut board sufficient slant, but should see that there is at least four inches clearance between the pulley and the board.

Given a strut board of proper pitch and with sufficient clearance to permit the grain to get out of the head where is the proper place for it to go? To the down leg or to the up leg?

[To be continued.]

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Through the representatives of the following companies and this department, FREE advice can be obtained regarding proper fire prevention.

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Western Millers Mutual Fire Ins. Co.,
Kansas City, Mo.
Ohio Millers Mutual Fire Ins. Co.,
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Penn. Millers Mutual Fire Ins. Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Ins. Co.,
Des Moines, Iowa
Millers Mutual Fire Ins. Co.,
Harrisburg, Pa.
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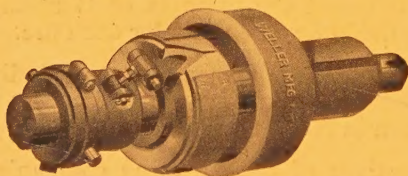
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